STIC Scientific and Technical Information Center

Search Report EIC 3600

STIC Database Tracking Number: 306721

To: Edward Baird	From: Christian Miner
Location: KNX 4A48	Location: EIC3600
Art Unit: 3695	KNX 4B68
Date: 9/2/2009	Phone: (571) 272-3010
Case Serial Number: 10/810,061	christian.miner@uspto.gov

Search Notes

Dear Examiner Baird:

Please find attached the results of your search for the above-referenced case. The search was conducted in Dialog, Proquest, and EBSCOhost.

I have listed *potential* references of interest in the first part of the search results. However, please be sure to scan through the entire report. There may be additional references that you might find useful.

If you have any questions about the search, or need a refocus, please do not hesitate to contact me.

Thank you for using the EIC, and we look forward to your next search!

I. Potential References of Interest

A. Dialog

Dialog eLink: Order File History
11/5/1 (Item 1 from file: 350)
DIALOG(R)File 350: Derwent WPIX

0015533757 *Drawing available*
WPI Acc no: 2006-097907/200610
XRPX Acc No: N2006-084871
Interactive electronic option exchange of cargo e.g. sea transport, has central controller connected to database storing user account information, cargo prices, user personal details including transaction amounts and cargo type
Patent Assignee: KWAN K H (KWAN-I)
Inventor: KWAN K H

Patent Family (1 patents, 1 countries)

Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
US 6990467	B1	20060124	US 1999376381	A	19990818	200610	B

Priority Applications (no., kind, date): US 1999376381 A 19990818

Patent Details

Patent Number	Kind	Lan	Pgs	Draw	Filing Notes
US 6990467	B1	EN	17	8	

Alerting Abstract US B1
NOVELTY - A central controller receives user's shipping information criteria and query. The controller is connected to database storing user account information, cargo prices, user personal details including banking accounts, transaction amounts and cargo type. The controller matches rank existing **cargo options** set by user, receives user request for sale/buy cargo option and cargo system request that are posted to other users.
DESCRIPTION - INDEPENDENT CLAIMS are also included for the following:

1. computer implemented cargo option price determining system;
2. cargo option determination method; and
3. computer readable medium storing cargo option determination program.

USE - For managing freight fees of cargo e.g. space transport, air transport, rail transport and sea transport between registered users and cargo service providers through world wide web interface.
ADVANTAGE - Enables to determine appropriate price for **cargo options** and facilitates sale of **cargo options**.
DESCRIPTION OF DRAWINGS - The figure shows a **block** diagram of interactive electronic **cargo** option exchange.

Title Terms /Index Terms/Additional Words: INTERACT; ELECTRONIC; OPTION; EXCHANGE; CARGO; SEA; TRANSPORT; CENTRAL; CONTROL; CONNECT; DATABASE; STORAGE; USER; ACCOUNT; INFORMATION; PRICE; PERSON; DETAIL; TRANSACTION; AMOUNT; TYPE

Class Codes

IPC	Class Level	Scope	Position	Status	Version

					Date
G06F-0017/60	A	I	F	B	20051231

US Classification, Current Main: 705-037000; Secondary: 705-035000, 705-039000, 705-040000
US Classification, Issued: 70537, 70535, 70539, 70540
File Segment: EPI;
DWPI Class: T01
Manual Codes (EPI/S-X): T01-N01A2E; T01-S03

Dialog eLink: Order File History
15/5/3 (Item 3 from file: 350)
DIALOG(R)File 350: Derwent WPIX

0008336589 *Drawing available*
WPI Acc no: 1997-449181/199742
XRPX Acc No: N1997-374302
Carrier space listing and brokering for commodities trading - involves identifying characteristics of carrier space for entry into system to establish exchange market and value and establishing second exchange market based on derivatives
Patent Assignee: PITNEY BOWES INC (PITB)
Inventor: HUNT W M; LEVITSKY P A

Patent Family (2 patents, 2 countries)

Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
CA 2192302	A	19970616	CA 2192302	A	19961206	199742	B
US 5724524	A	19980303	US 1995572769	A	19951215	199816	E

Priority Applications (no., kind, date): US 1995572769 A 19951215

Patent Details

Patent Number	Kind	Lan	Pgs	Draw	Filing Notes
CA 2192302	A	EN	35	6	
US 5724524	A	EN	18		

Alerting Abstract CA A
The carrier space listing and brokering method involves identifying characteristics of the carrier space such as start and finish data, geographic start and end points, **volume, transportation** mode and cost. These are entered into a data processing system to establish a first exchange market for the carrier space base upon the characteristics.
A market value for the carrier space is identified and listed on the first exchange market. A class of derivatives is determined based upon a preselected subset of the characteristics. A second exchange market is established in respect of the derivatives. The first and second exchange markets are co-located within the DP system.
ADVANTAGE - Shifts financial burden of capacity through financial markets by providing opportunity to hedge against future. Gives financial markets ability to trade **carrier capacity** as tangible **commodity**.

Title Terms /Index Terms/Additional Words: CARRY; SPACE; LIST; COMMODITY; TRADE; IDENTIFY; CHARACTERISTIC; ENTER; SYSTEM; ESTABLISH; EXCHANGE; MARKET; VALUE ; SECOND; BASED; DERIVATIVE

Class Codes

IPC	Class Level	Scope	Position	Status	Version

					Date
G06Q-0010/00	A	I		R	20060101
G06Q-0010/00	C	I		R	20060101

ECLA: G06Q-010/00D
US Classification, Current Main: 705-037000
US Classification, Issued: 395237
File Segment: EPI;
DWPI Class: T01; W01
Manual Codes (EPI/S-X): T01-J05A1; T01-J05B4A; W01-A07G

Dialog eLink: Order File History
21/3K/10 (Item 10 from file: 349)
DIALOG(R)File 349: PCT FULLTEXT

00797963

DELAYED MATCH NOTIFICATION SYSTEM
SYSTEME DE NOTIFICATION DE CONCORDANCE RETARDEE

Patent Applicant/Inventor:

- **SON Ho Gyun**
  424 Broad Avenue, Leonia, NJ 07605; US; US(Residence); US(Nationality)

Legal Representative:

- **IM C Andrew(agent)**
  Fulbright & Jaworski LLP, 666 Fifth Avenue, New York, NY 10103; US;

	Country	Number	Kind	Date
Patent	WO	200131530	A1	20010503
Application	WO	2000US12922		20000511
Priorities	US	99161324		19991025
	US	2000567924		20000510

Designated States: (Protection type is "Patent" unless otherwise stated - for applications prior to 2004)
AE, AL, AM, AT, AU, AZ, BA, BB, BG, BR,
BY, CA, CH, CN, CR, CU, CZ, DE, DK, DM,
EE, ES, FI, GB, GD, GE, GH, GM, HR, HU,
ID, IL, IN, IS, JP, KE, KG, KP, KR, KZ,
LC, LK, LR, LS, LT, LU, LV, MA, MD, MG,
MK, MN, MW, MX, NO, NZ, PL, PT, RO, RU,

SD, SE, SG, SI, SK, SL, TJ, TM, TR, TT,
TZ, UA, UG, US, UZ, VN, YU, ZA, ZW

[EP] AT; BE; CH; CY; DE; DK; ES; FI; FR; GB;
GR; IE; IT; LU; MC; NL; PT; SE;

[OA] BF; BJ; CF; CG; CI; CM; GA; GN; GW; ML;
MR; NE; SN; TD; TG;

[AP] GH; GM; KE; LS; MW; SD; SL; SZ; TZ; UG;
ZW;

[EA] AM; AZ; BY; KG; KZ; MD; RU; TJ; TM;

Main International Patent Classes (Version 7):

IPC	Level
G06F-017/60	Main

Language Publication Language: English
Filing Language: English
Fulltext word count: 3883

Detailed Description:

...maritime transportation market in that it provides an **orderly trading environment** that ensures market liquidity and competitive pricing in the maritime transportation industry.

The maritime **transportation** market is growing as worldwide **commodity** and products trading **volume** grows. Ship owners seek **cargo** and fleet employment opportunities to maximize their profits while shippers and traders look for the **least expensive ship** owners with a reliable, high quality commercial...

B. Additional Resources Searched

Financial Times FullText (via ProQuest): No relevant results.

Internet & Personal Computing Abstracts (via EBSCOhost): No relevant results.

II. Inventor Search Results from Dialog

Dialog eLink: Order File History
21/5/1 (Item 1 from file: 350)
DIALOG(R)File 350: Derwent WPIX

0014547315 *Drawing available*
WPI Acc no: 2004-729272/200471
XRPX Acc No: N2004-577604
Multi-modal shipment fulfilling method in freight industry, involves selecting subset of derivative contracts that satisfy derivative purchase request, including contracts for two transportation modes, from database
Patent Assignee: FUTURE FREIGHT CORP (FUTU-N); FUTUREFREIGHT CORP (FUTU-N)
Inventor: **LAURENT P L**; **MINER P**

Patent Family (6 patents, 107 countries)

Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
WO 2004088473	A2	20041014	WO 2004US9424	A	20040325	200471	B
US 20040249699	A1	20041209	US 2003457163	P	20030325	200481	E
			US 2003457164	P	20030325		
			US 2003457165	P	20030325		
			US 2003457166	P	20030325		
			US 2003457167	P	20030325		
			US 2004810306	A	20040325		
US 20040249742	A1	20041209	US 2003457163	P	20030325	200481	E
			US 2003457164	P	20030325		
			US 2003457165	P	20030325		
			US 2003457166	P	20030325		
			US 2003457167	P	20030325		
			US 2004810061	A	20040325		
US 20040254807	A1	20041216	US 2003457163	P	20030325	200482	E
			US 2003457164	P	20030325		
			US 2003457165	P	20030325		
			US 2003457166	P	20030325		
			US 2003457167	P	20030325		
			US 2004810060	A	20040325		
EP 1606756	A2	20051221	EP 2004758464	A	20040325	200601	E
			WO 2004US9424	A	20040325		
CN 1764924	A	20060426	CN 200480007773	A	20040325	200654	E

Priority Applications (no., kind, date): US 2003457167 P 20030325; US 2003457166 P 20030325; US 2003457165 P

20030325; US 2003457164 P 20030325; US 2003457163 P 20030325; US 2004810060 A 20040325; US 2004810061 A 20040325; US 2004810306 A 20040325

Patent Details

Patent Number	Kind	Lan	Pgs	Draw	Filing Notes	
WO 2004088473	A2	EN	73	15		
National Designated States,Original	AE AG AL AM AT AU AZ BA BB BG BR BW BY BZ CA CH CN CO CR CU CZ DE DK DM DZ EC EE EG ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MA MD MG MK MN MW MX MZ NA NI NO NZ OM PG PH PL PT RO RU SC SD SE SG SK SL SY TJ TM TN TR TT TZ UA UG US UZ VC VN YU ZA ZM ZW					
Regional Designated States,Original	AT BE BG BW CH CY CZ DE DK EA EE ES FI FR GB GH GM GR HU IE IT KE LS LU MC MW MZ NL OA PL PT RO SD SE SI SK SL SZ TR TZ UG ZM ZW					
US 20040249699	A1	EN			Related to Provisional	US 2003457163
					Related to Provisional	US 2003457164
					Related to Provisional	US 2003457165
					Related to Provisional	US 2003457166
					Related to Provisional	US 2003457167
US 20040249742	A1	EN			Related to Provisional	US 2003457163
					Related to Provisional	US 2003457164
					Related to Provisional	US 2003457165
					Related to Provisional	US 2003457166
					Related to Provisional	US 2003457167
US 20040254807	A1	EN			Related to Provisional	US 2003457163
					Related to Provisional	US 2003457164
					Related to Provisional	US 2003457165
					Related to Provisional	US 2003457166
					Related to Provisional	US 2003457167
EP 1606756	A2	EN			PCT Application	WO 2004US9424
					Based on OPI patent	WO 2004088473
Regional Designated States,Original	AL AT BE BG CH CY CZ DE DK EE ES FI FR GB GR HU IE IT LI LT LU LV MC MK NL PL PT RO SE SI SK TR					

Alerting Abstract WO A2

NOVELTY - A derivative purchase request having contract requirements that specify shipment volume and performance time, is received. A subset of potentially suitable derivative contracts that satisfy the derivative purchase request, that includes derivative contracts for two transportation modes, is selected from a database.

USE - For fulfilling multi-modal shipment using network-based and computer-implemented techniques in freight industry involving transportation of goods such as liquid, and containers between destinations using variety of transportation modes.

ADVANTAGE - Prevents a shipper from viewing aggregate forecast data and from inappropriately obtaining data.

DESCRIPTION OF DRAWINGS - The figure shows the high-level functional architecture of the future-freight system.

Title Terms /Index Terms/Additional Words: MULTI; MODE; SHIPPING; METHOD; FREIGHT; INDUSTRIAL; SELECT; SUBSET; DERIVATIVE; CONTRACT; SATISFY; PURCHASE; REQUEST; TWO; TRANSPORT; DATABASE

Class Codes

International Patent Classification					
IPC	**Class Level**	**Scope**	**Position**	**Status**	**Version Date**
G06F-017/60			Main		"Version 7"
G06Q-0010/00	A	I	L	B	20060101
G06Q-0010/00	A	I		R	20060101
G06Q-0030/00	A	I	F	B	20060101
G06F	S	I		R	20060101
G06Q-0010/00	C	I	L	B	20060101
G06Q-0010/00	C	I		R	20060101
G06Q-0030/00	C	I	F	B	20060101

ECLA: G06Q-010/00D
US Classification, Current Main: 705-001000, 705-010000, 705-037000
US Classification, Issued: 70510, 70537, 7051
File Segment: EPI;
DWPI Class: T01
Manual Codes (EPI/S-X): T01-J05B4P; T01-N01A2E

Dialog eLink: Order File History
17/3K/2 (Item 2 from file: 349)
DIALOG(R)File 349: PCT FULLTEXT

01166536

FREIGHT FULFILLMENT AND TRADING PLATFORM
TRANSPORT DE MARCHANDISES ET PLATEFORME D'ECHANGE

Patent Applicant/Patent Assignee:

- **FUTUREFREIGHT CORPORATION**
  634 Jay Street, Suite A, Los Altos, CA 94022; US; US(Residence); US(Nationality); (For all designated states except: US)

Patent Applicant/Inventor:

- **LAURENT Pierre L**
  634 Jay Street, Los Altos, CA 94022; US; US(Residence); US(Nationality); (Designated only for: US)
- **MINER Petere**
  566 Van Buren Street, Los Altos, CA 94022; US; US(Residence); US(Nationality); (Designated only for: US)

- **LAURENT Pierre L... ...Designated only for: US)**
- **MINER Petere**

Legal Representative:

- **NGUYEN Joseph A(agent)**
  IP Strategy Group, P.O. Box 700640, San Jose, CA 95170-0640; US;

	Country	Number	Kind	Date
Patent	WO	200488473	A2-A3	20041014
Application	WO	2004US9424		20040325
Priorities	US	2003457166		20030325
	US	2003457167		20030325
	US	2003457164		20030325
	US	2003457165		20030325
	US	2003457163		20030325

Designated States: (All protection types applied unless otherwise stated - for applications 2004+)
AE; AG; AL; AM; AT; AU; AZ; BA; BB; BG;
BR; BW; BY; BZ; CA; CH; CN; CO; CR; CU;
CZ; DE; DK; DM; DZ; EC; EE; EG; ES; FI;
GB; GD; GE; GH; GM; HR; HU; ID; IL; IN;
IS; JP; KE; KG; KP; KR; KZ; LC; LK; LR;
LS; LT; LU; LV; MA; MD; MG; MK; MN; MW;
MX; MZ; NA; NI; NO; NZ; OM; PG; PH; PL;
PT; RO; RU; SC; SD; SE; SG; SK; SL; SY;
TJ; TM; TN; TR; TT; TZ; UA; UG; US; UZ;
VC; VN; YU; ZA; ZM; ZW;

[EP] AT; BE; BG; CH; CY; CZ; DE; DK; EE; ES;
FI; FR; GB; GR; HU; IE; IT; LU; MC; NL;
PL; PT; RO; SE; SI; SK; TR;

[OA] BF; BJ; CF; CG; CI; CM; GA; GN; GQ; GW;
ML; MR; NE; SN; TD; TG;

[AP] BW; GH; GM; KE; LS; MW; MZ; SD; SL; SZ;
TZ; UG; ZM; ZW;

[EA] AM; AZ; BY; KG; KZ; MD; RU; TJ; TM;
Language Publication Language: English
Filing Language: English
Fulltext word count: 17051

Detailed Description:

...on March 25, 2003, "Freight Futures User Interface" Application Number 60/457,166, filed by the same inventors herein on March 25, 2003, "Standardization of **Freight Capacity**", Application Number 60/457,165, filed by the same inventors herein on March 25, 2003, and Freight Futures Liquidity Strategy", Application Number 60/457,163... ...the transportation equipment, 2) the shipper who tends to be the producer of the goods to be shipped, 3) the forwarder who aggregate goods from **shippers** to more efficiently employ the **capacity** offered by the **carriers** between destination points, and 4) market makers who derive profit from trading in shipping contracts but improve liquidity in the freight market as a byproduct... ...130 may wish to enter into a long tenn contract 134 with a carrier 132 in order to lock in the price and to assure **capacity** at a future date. Likewise, **carrier** 132 may wish to lock in the price and to ensure that the capacity will be sold in advance to minimize the risk of underutilization... ...from Hong Kong to OAK 6 months from the date the long-term contract is signed.

III. Text Search Results from Dialog

A. Patent Files, Abstract

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File 350:Derwent WPIX 1963-2009/UD=200955
         (c) 2009 Thomson Reuters
File 347:JAPIO Dec 1976-2009/Mar(Updated 090708)
         (c) 2009 JPO & JAPIO


Set     Items   Description
S1       8808   (FREIGHT OR TRANSPORTATION OR CARGO OR BULK OR AIRFREIGHT OR
TRUCKLOAD OR SHIPP??? OR INTERMODAL OR CARRIER? ? OR FORWARDER? ?) (5N) (CAPACITY
OR VOLUME OR PAYLOAD OR AVAILABILITY)

S2       3929   (FREIGHT OR TRANSPORTATION OR CARGO OR BULK OR AIRFREIGHT OR
TRUCKLOAD OR SHIPP??? OR INTERMODAL OR CARRIER? ? OR CAPACITY) (5N) (DERIVATIVE? ?
OR (FUTURE OR OPTION)()CONTRACT? ? OR OPTIONS OR FUTURES OR COMMODITY OR
COMMODITIES OR HEDGE? ? OR HEDGING)

S3      47653   (BATCH?? OR BLOCK OR BLOC OR GROUP? OR CLUSTER??? OR POOL?? OR
COMBINED OR BUNDL??? OR AGGREGAT??? OR CONSOLIDAT??? OR BUNCHING) (5N) (CAPACITY OR
VOLUME OR PAYLOAD? ? OR SHIPMENTS OR FREIGHT OR CARGO OR BULK OR CONTAINER OR
CONTAINERS OR DELIVERIES OR LOAD? ?)

S4     108658   (BATCH?? OR BLOCK OR BLOC OR GROUP? OR CLUSTER??? OR POOL?? OR
COMBINED OR BUNDL??? OR AGGREGAT??? OR CONSOLIDAT??? OR BUNCHING) (5N) (ADDRESS? ?
OR LOCATION? ? OR LOCALE? ? OR LOCALIT??? OR SITE? ? OR ZONE? ? OR GEOGRAPH? OR
REGION? ? OR AREA OR ROUTE? ? OR LANE? ? OR DESTINATION? ?)

S5     804538   (MULTITUD? OR MANY OR PLURAL OR PLURALITY OR MULTIPLE? OR SEVERAL
OR MULTI OR MYRIAD OR NUMEROUS OR TWO OR 2 OR MORE OR NUMBER OR VARIOUS OR ARRAY? ?
OR DIFFERENT OR VARIETY OR MODES) (5N) (CARRIER? ? OR SHIPPER? ? OR CHANNEL? ? OR
TRANSPORTATION OR FORWARDER? ? OR TRANSPORTER? ? OR ROUTE? ? OR EXPEDITER? ? OR
AIRLINE? ? OR LANE? ?)

S6     826923   (MULTITUD? OR MANY OR PLURAL OR PLURALITY OR MULTIPLE? OR SEVERAL
OR MULTI OR MYRIAD OR NUMEROUS OR TWO OR 2 OR MORE OR NUMBER OR VARIOUS OR ARRAY? ?
OR DIFFERENT OR VARIETY OR MODES) (5N) (ADDRESS? ? OR LOCATION? ? OR LOCALE? ? OR
LOCALIT??? OR SITE? ? OR ZONE? ? OR GEOGRAPH? OR REGION? ? OR AREA OR ROUTE? ? OR
LANE? ? OR DESTINATION? ?)

S7        318   AU=(LAURENT, P? OR LAURENT P? OR LAURENT (1N) (P OR PIERRE) OR
MINER, P? OR MINER P? OR MINER (1N) (P OR PETERE))

S8    1697271   IC=(G06Q OR G06F)
S9         50   S1 AND S2
S10         7   S9 AND (S3 OR S4)
S11         4   S10 NOT AY>2003
S12        23   S9 AND (S5 OR S6)
S13        14   S12 NOT AY>2003
S14         3   S13 AND S8
S15         3   S14 NOT S11
S16        84   S2 AND (S3 OR S4)
S17        32   S16 AND (S5 OR S6)
S18        12   S17 NOT AY>2003
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S19             9    S18 NOT (S11 OR S15)
S20             1    S19 AND S8
S21             1    S7 AND S1
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Dialog eLink: Order File History
15/5/1 (Item 1 from file: 350)
DIALOG(R)File 350: Derwent WPIX

0011225403 *Drawing available*
WPI Acc no: 2002-164695/200221
Related WPI Acc No: 2002-164696; 2002-172055; 2002-172056; 2004-132080
XRPX Acc No: N2002-125666
Route representation method for transport systems by deriving route segment table comprising one or more route segments
Patent Assignee: DEMETRIADES P A (DEME-I); GF X LTD (GFXG-N); GF-X OPERATIONS LTD (GFXO-N); GLOBAL FREIGHT EXCHANGE LTD (GLOB-N); MORGAN T H (MORG-I); PATTERSON S (PATT-I); RAVECH D (RAVE-I); ZOPPOS D (ZOPP-I)
Inventor: DEMETRIADES P; DEMETRIADES P A; MORGAN T; MORGAN T H; PATTERSON S; RAVECH D ; REVECH D; ZOPPOS D

Patent Family (6 patents, 95 countries)

Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
WO 2002005109	A2	20020117	WO 2001GB3048	A	20010706	200221	B
AU 200169293	A	20020121	AU 200169293	A	20010706	200234	E
EP 1299816	A2	20030409	EP 2001947647	A	20010706	200325	E
			WO 2001GB3048	A	20010706		
CN 1447946	A	20031008	CN 2001812452	A	20010706	200403	E
US 20040015605	A1	20040122	WO 2001GB3048	A	20010706	200407	E
			US 2003332319	A	20030708		
AU 2001269293	A8	20051006	AU 2001269293	A	20010706	200610	E

Priority Applications (no., kind, date): GB 200016822 A 20000707; US 2000624069 A 20000724; GB 200031545 A 20001222

Patent Details						
					Based on OPI patent	WO 2002005109
Patent Number	Kind	Lan	Pgs	Draw	Filing Notes	
WO 2002005109	A2	EN	31	5		
National Designated States,Original	AE AG AL AM AT AU AZ BA BB BG BR BY BZ CA CH CN CO CR CU CZ DE DK DM DZ EC EE ES FI GB GD GE GH GM HR HU ID IL IN IS JP KE KG KP KR KZ LC LK LR LS LT LU LV MA MD MG MK MN MW MX MZ NO NZ PL PT RO RU SD SE SG SI SK SL TJ TM TR TT TZ UA UG US UZ VN YU ZA ZW				PCT Application	WO 2001GB3048
US 20040015605	A1	EN	31	5	Based on OPI patent	WO 2002005109
AU 2001269293	A8	EN			Based on OPI patent	WO 2002005109
Regional Designated States,Original	AT BE CH CY DE DK EA ES FI FR GB GH GM GR IE IT KE LS LU MC MW MZ NL OA PT SD SE SL SZ TR TZ UG ZW					
AU 200169293	A	EN			Based on OPI patent	WO 2002005109
EP 1299816	A2	EN			PCT Application	WO 2001GB3048

Alerting Abstract WO A2
NOVELTY - A short-term schedule of individual instances of route legs may be stored, each corresponding to a directly connectable station pair. A route segment table may comprise one or **more route** segments, each of which corresponds to an individual instance of a one of the route legs, or a combination of individual instances of the route legs, from the short-term schedule.
DESCRIPTION - INDEPENDENT CLAIMS are included for:

A. a method for maintaining data stored in a route table and/or transfer set table stored in the memory unit of a computer system
B. a method of operating a computer system for automatically generating route options for a transport system **including several** transport providers
C. a computer program translatable into a form for configuring a computer system for implementing claimed methods
D. a carrier medium for carrying a computer program code
E. a computer system for providing an integrated representation of routes in a transport system
F. a computer system for automatically generating route options for a transport system
G. a client computer system

USE - For automatically generating routing **options** for an air **cargo** transport system.
ADVANTAGE - Provides efficient interchange of information by fully integration, versioning and updating data regarding all the **different** attributes of **various airline** transport systems such as schedule, available capacity and price information for review by **forwarders**. Improves efficiency **by using** automated integrated information management systems, optimization **of** routing **options** and route management, by for example, taking into account aircraft type with regard to **capacity** and **cargo type** for a particular route.
DESCRIPTION OF DRAWINGS - The drawing schematically illustrates details of a database structure for a data management system in accordance with the present invention.

Title Terms /Index Terms/Additional Words: ROUTE; REPRESENT; METHOD; TRANSPORT; SYSTEM; DERIVATIVE; SEGMENT; TABLE; COMPRISE; ONE; MORE

Class Codes

International Patent Classification					
IPC	**Class Level**	**Scope**	**Position**	**Status**	**Version Date**
G06F-017/60			Main		"Version 7"
G01C-0021/20	A	I		R	20060101
G06Q-0010/00	A	I		R	20060101
G08G-0001/123	A	I		R	20060101
G08G-0005/00	A	I		R	20060101
G01C-0021/20	C	I		R	20060101
G06Q-0010/00	C	I		R	20060101
G08G-0001/123	C	I		R	20060101
G08G-0005/00	C	I		R	20060101

ECLA: G01C-021/20, G06Q-010/00D, G08G-001/123M1, G08G-005/00

ICO: S08G-001:123
US Classification, Current Main: 709-238000
US Classification, Issued: 709238
File Segment: EPI;
DWPI Class: T01
Manual Codes (EPI/S-X): T01-N01A2B; T01-S03

Dialog eLink: Order File History
15/5/2 (Item 2 from file: 350)
DIALOG(R)File 350: Derwent WPIX

0009051691 *Drawing available*
WPI Acc no: 1998-609835/199851
XRPX Acc No: N1998-474424
Ontime software utilising method e.g. for reservation of airline, hotel, car - involves combining selected ones of travel options for two segments to form multiple distinct itineraries
Patent Assignee: DOCUNET INC (DOCU-N)
Inventor: JAFRI S H; JAFRI V H

Patent Family (1 patents, 1 countries)

Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
US 5832454	A	19981103	US 1995547477	A	19951024	199851	B

Priority Applications (no., kind, date): US 1995547477 A 19951024

Patent Details

Patent Number	Kind	Lan	Pgs	Draw	Filing Notes
US 5832454	A	EN	15	5	

Alerting Abstract US A
The method involves receiving multiple segment travel request from user information concerning two segments and establishing multiple connections to a computerised reservation system. The availability information identifying travel **options** with each of **multiple carriers** for **two** segments are received using atleast one connection.
Selected multiple travel options are communicated to computerised reservation system using multiple connections. The selected travel options for two segments are combined to form multiple distinct itineraries.
ADVANTAGE - Shortens reservation time. Obviates need for multiple tries to get desired booking.

Title Terms /Index Terms/Additional Words: SOFTWARE; UTILISE; METHOD; RESERVE; AIRLINE; HOTEL; CAR; COMBINATION; SELECT; TRAVEL; OPTION; TWO; SEGMENT; FORM; MULTIPLE; DISTINCT; ITINERARY

Class Codes

International Patent Classification

IPC	Class Level	Scope	Position	Status	Version Date
G06Q-0010/00	A	I		R	20060101
G06Q-0010/00	C	I		R	20060101

ECLA: G06Q-010/00A
US Classification, Current Main: 705-006000; Secondary: 705-005000
US Classification, Issued: 7056, 7055
File Segment: EPI;
DWPI Class: T01
Manual Codes (EPI/S-X): T01-J05A

Dialog eLink: Order File History
20/5/1 (Item 1 from file: 350)
DIALOG(R)File 350: Derwent WPIX

0012478202 *Drawing available*
WPI Acc no: 2002-425000/200245
Related WPI Acc No: 2001-616424; 2005-073145; 2005-638117; 2006-744136; 2007-445112; 2008-E19817
XRPX Acc No: N2002-334142
Internet-based computer system for multi-carrier and enterprise parcel shipping management, applies shipping policy rules collected from administrator to each shipping request created within enterprise
Patent Assignee: BENNETT D A (BENN-I); BILIBIN P (BILI-I); DIETZ J M (DIET-I); GLAVIN D (GLAV-I); GOLDHABER L S (GOLD-I); HU S (HUSS-I); KRETT L E (KRET-I); LIU J (LIUJ-I); MCLAUGHLIN P R (MCLA-I); MENTZER C D (MENT-I); MEYER S (MEYE-I); SMITH W W (SMIT-I); TEGLOVIC S M (TEGL-I); WILLIAMS D F (WILL-I)
Inventor: BENNETT D A; BILIBIN P; DIETZ J M; GLAVIN D; GOLDHABER L S; HU S; KRETT L E ; LIU J; MCLAUGHLIN P R; MENTZER C D; MEYER S; SMITH W W; TEGLOVIC S M; WILLIAMS D F

Patent Family (1 patents, 1 countries)

Patent Number	Kind	Date	Application Number	Kind	Date	Update	Type
US 20020032573	A1	20020314	US 2000192723	P	20000327	200245	B
			US 2000193899	P	20000331		
			US 2001820377	A	20010327		

Priority Applications (no., kind, date): US 2000192723 P 20000327; US 2000193899 P 20000331; US 2001820377 A 20010327

Patent Details

Patent Number	Kind	Lan	Pgs	Draw	Filing Notes	
US 20020032573	A1	EN	204	67	Related to Provisional	US 2000192723
					Related to Provisional	US 2000193899

Alerting Abstract US A1
NOVELTY - The administrator of enterprise outputs the requested shipping policy rules to the user. The shipping policy rules are then applied to each parcel management request created within the enterprise.
DESCRIPTION - An INDEPENDENT CLAIM is also included for data relationship structuring method.
USE - Used for online, Internet based multicarrier enterprise parcel shipping management, used by origination shippers, intermediary shippers, enterprise shippers, etc.
ADVANTAGE - The total cost of ownership is low since the system is provided with application service provider (ASP) for maintaining and providing inexpensive centralized maintenance of carriers and standard rates. High security is achieved because the shipping transaction information sent between the end users and system are encrypted.
DESCRIPTION OF DRAWINGS - The figure shows the graphical representation of the computer system relationship.

Title Terms /Index Terms/Additional Words: BASED; COMPUTER; SYSTEM; MULTI; CARRY; PARCEL; SHIPPING; MANAGEMENT; APPLY; RULE; COLLECT; ADMINISTER; REQUEST

Class Codes

International Patent Classification					
IPC	**Class Level**	**Scope**	**Position**	**Status**	**Version Date**
G06Q-0010/00	A	I		R	20060101
G06Q-0010/00	C	I		R	20060101

ECLA: G06Q-010/00D, G06Q-010/00F
US Classification, Current Main: 705-001000
US Classification, Issued: 7051
File Segment: EPI;
DWPI Class: T01; W01
Manual Codes (EPI/S-X): T01-D01; T01-N01A2E; W01-A05A

B. Patent Files, Full-Text

```
File 348:EUROPEAN PATENTS 1978-200935
         (c) 2009 European Patent Office
File 349:PCT FULLTEXT 1979-2009/UB=20090827|UT=20090709
         (c) 2009 WIPO/Thomson


Set     Items   Description
S1      16446   (FREIGHT OR TRANSPORTATION OR CARGO OR BULK OR AIRFREIGHT OR
TRUCKLOAD OR SHIPP??? OR INTERMODAL OR CARRIER? ? OR FORWARDER? ?) (5N) (CAPACITY
OR VOLUME OR PAYLOAD OR AVAILABILITY)

S2       8407   (FREIGHT OR TRANSPORTATION OR CARGO OR BULK OR AIRFREIGHT OR
TRUCKLOAD OR SHIPP??? OR INTERMODAL OR CARRIER? ? OR CAPACITY) (5N) (DERIVATIVE? ?
OR (FUTURE OR OPTION)()CONTRACT? ? OR OPTIONS OR FUTURES OR COMMODITY OR
COMMODITIES OR HEDGE? ? OR HEDGING)

S3      68702   (BATCH?? OR BLOCK OR BLOC OR GROUP? OR CLUSTER??? OR POOL?? OR
COMBINED OR BUNDL??? OR AGGREGAT??? OR CONSOLIDAT??? OR BUNCHING) (5N) (CAPACITY OR
VOLUME OR PAYLOAD? ? OR SHIPMENTS OR FREIGHT OR CARGO OR BULK OR CONTAINER OR
CONTAINERS OR DELIVERIES OR LOAD? ?)

S4     169448   (BATCH?? OR BLOCK OR BLOC OR GROUP? OR CLUSTER??? OR POOL?? OR
COMBINED OR BUNDL??? OR AGGREGAT??? OR CONSOLIDAT??? OR BUNCHING) (5N) (ADDRESS? ?
OR LOCATION? ? OR LOCALE? ? OR LOCALIT??? OR SITE? ? OR ZONE? ? OR GEOGRAPH? OR
REGION? ? OR AREA OR ROUTE? ? OR LANE? ? OR DESTINATION? ?)

S5     459642   (MULTITUD? OR MANY OR PLURAL OR PLURALITY OR MULTIPLE? OR SEVERAL
OR MULTI OR MYRIAD OR NUMEROUS OR TWO OR 2 OR MORE OR NUMBER OR VARIOUS OR ARRAY? ?
OR DIFFERENT OR VARIETY OR MODES) (5N) (CARRIER? ? OR SHIPPER? ? OR CHANNEL? ? OR
TRANSPORTATION OR FORWARDER? ? OR TRANSPORTER? ? OR ROUTE? ? OR EXPEDITER? ? OR
AIRLINE? ? OR LANE? ?)
```

```
S6      885622   (MULTITUD? OR MANY OR PLURAL OR PLURALITY OR MULTIPLE? OR SEVERAL
OR MULTI OR MYRIAD OR NUMEROUS OR TWO OR 2 OR MORE OR NUMBER OR VARIOUS OR ARRAY? ?
OR DIFFERENT OR VARIETY OR MODES) (5N) (ADDRESS? ? OR LOCATION? ? OR LOCALE? ? OR
LOCALIT??? OR SITE? ? OR ZONE? ? OR GEOGRAPH? OR REGION? ? OR AREA OR ROUTE? ? OR
LANE? ? OR DESTINATION? ?)

S7         360   AU=(LAURENT, P? OR LAURENT P? OR LAURENT (1N) (P OR PIERRE) OR
MINER, P? OR MINER P? OR MINER (1N) (P OR PETERE))

S8      250627   IC=(G06Q OR G06F)
S9         117   S1 (S) S2
S10         13   S9 (S) (S3 OR S4)
S11          5   S10 NOT AY>2003
S12          1   S11 AND S8
S13         44   S9 (S) (S5 OR S6)
S14         43   S13 NOT S12
S15         26   S14 NOT AY>2003
S16          8   S15 AND S8
S17          2   S7 AND S1
S18         63   S1 (15N) S2
S19         31   S18 AND S8
S20         19   S19 NOT AY>2003
S21         12   S20 NOT (S12 OR S16 OR S17)
S22          0   S21 (S) S3-S6
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Dialog eLink: Order File History
12/3K/1 (Item 1 from file: 349)
DIALOG(R)File 349: PCT FULLTEXT

00806392

TECHNOLOGY SHARING DURING ASSET MANAGEMENT AND ASSET TRACKING IN A NETWORK-BASED SUPPLY CHAIN ENVIRONMENT AND METHOD THEREOF
PARTAGE TECHNOLOGIQUE LORS DE LA GESTION ET DU SUIVI DU PARC INFORMATIQUE DANS UN ENVIRONNEMENT DU TYPE CHAINE D'APPROVISIONNEMENT RESEAUTEE, ET PROCEDE ASSOCIE

Patent Applicant/Patent Assignee:

- **ACCENTURE LLP**
  1661 Page Mill Road, Palo Alto, CA 94304; US; US(Residence); US(Nationality)

Inventor(s):

- **MIKURAK Michael G**
  108 Englewood Blvd., Hamilton, NJ 08610; US

Legal Representative:

- **HICKMAN Paul L(agent)**
  Oppenheimer Wolff & Donnelly, LLP, 38th Floor, 2029 Century Park East, Los Angeles, CA 90067-3024; US;

	Country	Number	Kind	Date
Patent	WO	200139086	A2	20010531
Application	WO	2000US32310		20001122
Priorities	US	99444653		19991122
	US	99447623		19991122

Designated States: (Protection type is "Patent" unless otherwise stated - for applications prior to 2004)
AG, AL, AM, AT, AU, AZ, BA, BB, BG, BR,
BY, BZ, CA, CH, CN, CR, CU, CZ, DE, DK,
DM, DZ, EE, ES, FI, GB, GE, GH, GM, HR,
HU, ID, IL, IS, JP, KE, KG, KP, KR, KZ,
LC, LK, LR, LS, LT, LU, LV, MA, MD, MG,
MK, MN, MW, MX, MZ, NO, NZ, PL, PT, RO,
RU, SD, SE, SG, SI, SK, SL, TJ, TM, TR,
TT, TZ, UA, UG, UZ, VN, YU, ZW

[EP] AT; BE; CH; CY; DE; DK; ES; FI; FR; GB;
GR; IE; IT; LU; MC; NL; PT; SE; TR;

[OA] BF; BJ; CF; CG; CI; CM; GA; GN; GW; ML;
MR; NE; SN; TD; TG;

[AP] GH; GM; KE; LS; MW; MZ; SD; SL; SZ; TZ;
UG; ZW;

[EA] AM; AZ; BY; KG; KZ; MD; RU; TJ; TM;

Main International Patent Classes (Version 7):

IPC	Level
G06F-017/60	Main

Language Publication Language: English
Filing Language: English
Fulltext word count: 156214

Detailed Description:

...fuel availability, and enviromnental concems of both the utility company and the public in general have prompted a shift of emphasis from building additional generation **capacity** for satisfy!ng the increasing demand to developing and employing a method and inearis of efficiency improvements, production facility optimization, and electrical conservation through demand...teleplione numbers. A VNet customer is not limited to the default teleplione numbers allocated to a public 1 5 telecommunication system dedicated to a specific **geographic region**, but can define custom teleplione nunibers.

Upon processing a teleplione call, a switch must generate a call record large enough to contain all of the...address is greater than seventeen (17) digits. The destination address is the number of the called location and may be a telephone number or trunk **group** . If the **destination** is greater than seventeen (1 7) digits, the switch records the destination in an expanded

record (ECDR, EPNR, EOSR, EPOSR) 3616.

A switch 1206-121...did not receive an NCID with the call 3602, the switch continues to step 4012.

89
In step 4012, the switch analyzes the originating trunk **group** parameters to determine the originating trunk group type. If the originating trunk group type is an InterMachine Trunk (IMT) or a release link trunk (RLT...step 4108, the current switch knows that it received an NCID from a customer trunk group. Therefore, the 5 current switch analyzes the originating-trunk **group** parameters to determine whether it is authorized to create a new NCID for the call 3602. The current switch may be authorized to create a...5004, the customer is provided access to technical experts and field support personnel who may specialize in specific areas. The greater specialized nature of this **group** allows it to solve many problems the group in step 5002 could not solve. This group is generally responsible for
solving 30-40% of all...auditing, reporting, and/or payment. This general purpose foundation is called "WAF Functions" ("WAFFs"). WAF also supports a collection of "atomic" application elements (e.g., **load** modules) that can be selectively **aggregated** together to form various WAFF capabilities called control methods and which serve as WAFF applications and operating system ftmctions.

When a host operating environment of...operation 6306. For example, the items may be placed in groups, the grotips being based on estirnated. buying tendencies.

1 5 Then, items froni the **group** most closely matching the user's buying tendency, as detennined above, are displayed. Further, the user is allowed to select the itenis for purchase in...Securely handles all media types (e.g. graphics, audio, etc.)
Links to web pages for easy access to published documents
Facilitates discussions across multiple discussion **groups**
Finds infoririation with search and notification tools
Allows participation in discussions via email
Allows forum moderation by users and administrators
Allows group membership control by...

00960732

MULTI-PATTERNED SURFACE COVERING SAMPLE ELEMENTS, DISPLAY SYSTEMS, AND METHODS
ELEMENTS D'ECHANTILLON DE REVETEMENTS DE SURFACE A MOTIFS MULTIPLES, ET SYSTEMES ET PROCEDES D'AFFICHAGE

Patent Applicant/Patent Assignee:

- **MILLIKEN & COMPANY**
  920 Milliken Road, Spartanburg, SC 29303; US; US(Residence); US(Nationality)

Inventor(s):

- **MAGEE Ronald**
  122 Plymouth Drive, LaGrange, GA 30240; US
- **BEEDY Jennifer L**
  127 River Point Dr., LaGrange, GA 30240; US

- **THORN James L Jr**
  9231 Beaver Pond Court, Mechanicsville, VA 23116; US
- **HARTLEY James Michael**
  124 Brittney Lane, LaGrange, GA 30240; US
- **BURCH Robert L III**
  309 Waverly Way, LaGrange, GA 30240; US
- **OWEN Dane M**
  206 Northridge Drive, LaGrange, GA 30240; US
- **MICHALAK Debra M**
  2818 Kimmeridge Drive, East Point, GA 30344; US
- **EISENHOUR Ritchie D**
  6400 Long Island Road, Catawba, NC 28609; US
- **MCCLANAHAN Marilyn F**
  458 Brookstone Drive, LaGrange, GA 30241; US
- **OLSEN Ellen E**
  328 Upper Glass Bridge Road, LaGrange, GA 30240; US
- **SCHERMERHORN Shandra L**
  1515 Hogansville Road, Apt. 21, LaGrange, GA 30241; US

Legal Representative:

- **ALEXANDER Daniel R(agent)**
  Milliken & Company, Legal Department (M-495), 920 Milliken Road, Spartanburg, SC 29303; US;

	Country	Number	Kind	Date
Patent	WO	200294551	A1	20021128
Application	WO	2002US15932		20020517
Priorities	US	2001860974		20010518

Designated States: (Protection type is "Patent" unless otherwise stated - for applications prior to 2004)
AE, AG, AL, AM, AT, AU, AZ, BA, BB, BG,
BR, BY, BZ, CA, CH, CN, CO, CR, CU, CZ,
DE, DK, DM, DZ, EC, EE, ES, FI, GB, GD,
GE, GH, GM, HR, HU, ID, IL, IN, IS, JP,
KE, KG, KP, KR, KZ, LC, LK, LR, LS, LT,
LU, LV, MA, MD, MG, MK, MN, MW, MX, MZ,
NO, NZ, OM, PH, PL, PT, RO, RU, SD, SE,
SG, SI, SK, SL, TJ, TM, TN, TR, TT, TZ,
UA, UG, UZ, VN, YU, ZA, ZM, ZW

[EP] AT; BE; CH; CY; DE; DK; ES; FI; FR; GB;
GR; IE; IT; LU; MC; NL; PT; SE; TR;

[OA] BF; BJ; CF; CG; CI; CM; GA; GN; GQ; GW;
ML; MR; NE; SN; TD; TG;

[AP] GH; GM; KE; LS; MW; MZ; SD; SL; SZ; TZ;

UG; ZM; ZW;

[EA] AM; AZ; BY; KG; KZ; MD; RU; TJ; TM;

Main International Patent Classes (Version 7):

IPC	Level
...G06F-017/00... ...G06F-007/00... ...G06F-017/60	

Language Publication Language: English
Filing Language: English
Fulltext word count: 10619

Detailed Description:

...of alternative products, design or patterns to scale, easy order process steps or information, order form, product codes, bar codes, color codes, SKU numbers, prices, **availability**, **shipping options**, ordering **options**, payment **options**, contact information, web **site** information, help **number**, and the like.

In accordance with one aspect of the present invention, the product offering can be easily updated or changed by replacing the hang...

Dialog eLink: Order File History
16/3K/3 (Item 3 from file: 349)
DIALOG(R)File 349: PCT FULLTEXT

00874832

METHOD, COMPUTER SYSTEM AND COMPUTER SYSTEM NETWORK
PROCEDE, SYSTEME INFORMATIQUE ET RESEAU DE SYSTEMES INFORMATIQUES

Patent Applicant/Patent Assignee:

- **GF-X OPERATIONS LIMITED**
  630 Chiswick High Road, Chiswick, London W4 5BG; GB; GB(Residence); GB(Nationality); (For all designated states except: US)

Patent Applicant/Inventor:

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  38A Addison Road, London W14 8JH; GB; GB(Residence); CY(Nationality); (Designated only for: US)
- **MORGAN Todd**
  50 Coniger Road, London SW6 3TA; GB; GB(Residence); US(Nationality); (Designated only for: US)
- **PATTERSON Simon**
  42 Dewhurst Road, London W14 0ES; GB; GB(Residence); GB(Nationality); (Designated only for: US)

- **RAVECH David**
  11 Guthrie Street, London SW3 6NU; GB; GB(Residence); AU(Nationality); (Designated only for: US)
- **ZOPPOS Demetrios**
  2 Matheson Road, London W14 8SW; GB; GB(Residence); CY(Nationality); (Designated only for: US)

Legal Representative:

- **POTTER Julian Mark(et al)(agent)**
  D Young & Co, 21 New Fetter Lane, London EC4A 1DA; GB;

	Country	Number	Kind	Date
Patent	WO	200208934	A2-A3	20020131
Application	WO	2001GB3038		20010706
Priorities	GB	200016822		20000707
	US	2000624069		20000724
	GB	200031545		20001222

Designated States: (Protection type is "Patent" unless otherwise stated - for applications prior to 2004)
AE, AG, AL, AM, AT, AU, AZ, BA, BB, BG,
BR, BY, BZ, CA, CH, CN, CO, CR, CU, CZ,
DE, DK, DM, DZ, EC, EE, ES, FI, GB, GD,
GE, GH, GM, HR, HU, ID, IL, IN, IS, JP,
KE, KG, KP, KR, KZ, LC, LK, LR, LS, LT,
LU, LV, MA, MD, MG, MK, MN, MW, MX, MZ,
NO, NZ, PL, PT, RO, RU, SD, SE, SG, SI,
SK, SL, TJ, TM, TR, TT, TZ, UA, UG, US,
UZ, VN, YU, ZA, ZW

[EP] AT; BE; CH; CY; DE; DK; ES; FI; FR; GB;
GR; IE; IT; LU; MC; NL; PT; SE; TR;

[OA] BF; BJ; CF; CG; CI; CM; GA; GN; GW; ML;
MR; NE; SN; TD; TG;

[AP] GH; GM; KE; LS; MW; MZ; SD; SL; SZ; TZ;
UG; ZW;

[EA] AM; AZ; BY; KG; KZ; MD; RU; TJ; TM;

Main International Patent Classes (Version 7):

IPC	Level
G06F-017/60	Main

Language Publication Language: English
Filing Language: English

Fulltext word count: 27290

Detailed Description:

...Server polls for capacity updates at frequent intervals during the day, where frequencies are set by each carrier and vary according to time to departure; **(2) carriers** send unsolicited capacity update messages to DMS 70 when the capacity changes on a flight leg; and (3) carriers deliver a capacity update data file at frequent intervals which contains all the changes made to capacity in the intervening period. These alternatives, plus data format and delivery mechanism **options** outlined above, allow **carriers** to ensure that **capacity** data held in DMS 70, which provides the basis of DMS 70 bookings, is as current as possible given **Carrier** System limitations.

There are a **number** of combinations of possible data formats and mechanisms, which are set out below.

Booking GFX Y Y N2 Y N x@ x x
Details Carrier...

Dialog eLink: Order File History
21/3K/3 (Item 3 from file: 349)
DIALOG(R)File 349: PCT FULLTEXT

00913738

SUPPLY-BASED MANAGEMENT IN A NETWORK ENVIRONMENT
GESTION FONDEE SUR LA DEMANDE DANS UN ENVIRONNEMENT DE RESEAU

Patent Applicant/Patent Assignee:

- **MARKET FUSION INC**
  1403 Parkmoor Avenue, San Jose, CA 95126; US; US(Residence); US(Nationality)

Inventor(s):

- **BOWER Thomas Wayne**
  1369 Phelps Avenue, No. 4, San Jose, CA 95117; US
- **IPSER Edward Anthony Jr**
  15880 Lomas Lane, Los Gatos, CA 95030-3025; US
- **BOOTON Robert Wright**
  1043 Lido Lane, Foster City, CA 94404; US

Legal Representative:

- **SAWYER Joseph A Jr(et al)(agent)**
  Sawyer Law Group LLP, P.O. Box 51418, Palo Alto, CA 94303; US;

	Country	Number	Kind	Date
Patent	WO	200246952	A2	20020613
Application	WO	2000US33504		20001208
Priorities	WO	2000US33504		20001208

Designated States: (Protection type is "Patent" unless otherwise stated - for applications prior to 2004)
AE, AG, AL, AM, AT, AU, AZ, BA, BB, BG,
BR, BY, BZ, CA, CH, CN, CR, CU, CZ, DE,
DK, DM, DZ, EE, ES, FI, GB, GD, GE, GH,
GM, HR, HU, ID, IL, IN, IS, JP, KE, KG,
KP, KR, KZ, LC, LK, LR, LS, LT, LU, LV,
MA, MD, MG, MK, MN, MW, MX, MZ, NO, NZ,
PL, PT, RO, RU, SD, SE, SG, SI, SK, SL,
TJ, TM, TR, TT, TZ, UA, UG, UZ, VN, YU,
ZA, ZW

[EP] AT; BE; CH; CY; DE; DK; ES; FI; FR; GB;
GR; IE; IT; LU; MC; NL; PT; SE; TR;

[OA] BF; BJ; CF; CG; CI; CM; GA; GN; GW; ML;
MR; NE; SN; TD; TG;

[AP] GH; GM; KE; LS; MW; MZ; SD; SL; SZ; TZ;
UG; ZW;

[EA] AM; AZ; BY; KG; KZ; MD; RU; TJ; TM;

Main International Patent Classes (Version 7):

IPC	Level
G06F-017/00	Main

Language Publication Language: English
Filing Language: English
Fulltext word count: 5069

Detailed Description:

...flow of information from the server 120 to the buyer 150. This information may include order confirmations, data on prospective suppliers 155, feedback from the **commodity** teams 170, **volume** requirements, **transportation** tracking reports, manufacturing specifications, scorecard 130 results and other related information. This flow of information enables the buyer 150 to take advantage of an integrated...

Dialog eLink: Order File History
21/3K/9 (Item 9 from file: 349)
DIALOG(R)File 349: PCT FULLTEXT

00799884

METHODS AND APPARATUS FOR CONNECTING SHIPPERS AND CARRIERS IN THE THIRD PARTY LOGISTICS ENVIRONMENT VIA THE INTERNET
PROCEDES ET APPAREILS DESTINES A METTRE EN RELATION VIA INTERNET DES AFFRETEURS ET DES TRANSPORTEURS DANS L'ENVIRONNEMENT LOGISTIQUE D'UN TIERS

Patent Applicant/Patent Assignee:

- **GETTRANS INC d b a LEANLOGISTICS COM**
  3347 128th Street, Holland, MI 49424; US; US(Residence); US(Nationality)

Inventor(s):

- **HALL Craig T**
  291 Oakwood Avenue, Holland, MI 49424; US
- **POTTS Jeffrey W**
  4670 Beech Street, Holland, MI 49423; US
- **DERSHEM Dan**
  3421 Elk Drive, Holland, MI 49424; US
- **BASS Andrew J**
  652 Central Avenue, Holland, MI 49423; US

Legal Representative:

- **VILLENEUVE Joseph M(agent)**
  Beyer Weaver & Thomas, LLP, P.O. Box 778, Berkeley, CA 94704-0778; US;

	Country	Number	Kind	Date
Patent	WO	200133455	A1	20010510
Application	WO	2000US29491		20001025
Priorities	US	99162809		19991101
	US	2000482154		20000112

Designated States: (Protection type is "Patent" unless otherwise stated - for applications prior to 2004)
AE, AG, AL, AM, AT, AU, AZ, BA, BB, BG,
BR, BY, BZ, CA, CH, CN, CR, CU, CZ, DE,
DK, DM, DZ, EE, ES, FI, GB, GD, GE, GH,
GM, HR, HU, ID, IL, IN, IS, JP, KE, KG,
KP, KR, KZ, LC, LK, LR, LS, LT, LU, LV,
MA, MD, MG, MK, MN, MW, MX, MZ, NO, NZ,

PL, PT, RO, RU, SD, SE, SG, SI, SK, SL,
TJ, TM, TR, TT, TZ, UA, UG, UZ, VN, YU,
ZA, ZW

[EP] AT; BE; CH; CY; DE; DK; ES; FI; FR; GB;
GR; IE; IT; LU; MC; NL; PT; SE;

[OA] BF; BJ; CF; CG; CI; CM; GA; GN; GW; ML;
MR; NE; SN; TD; TG;

[AP] GH; GM; KE; LS; MW; MZ; SD; SL; SZ; TZ;
UG; ZW;

[EA] AM; AZ; BY; KG; KZ; MD; RU; TJ; TM;

Main International Patent Classes (Version 7):

IPC	Level
G06F-017/60	Main

Language Publication Language: English
Filing Language: English
Fulltext word count: 15991

Detailed Description:

...of the confirmation information are dealt with. In addition, once a load has been delivered and closed, the system "unlocks" the corresponding unit(s) of **carrier capacity**, making it available once again for bidding.

Selection of "Agents" in the **Options** portion of the **carrier** menu results in the presentation of Carrier Agent Maintenance interface 1502 of Fig. 15. Using this interface, the carrier representative can create "agents" which search...

IV. Text Search Results from Dialog

A. NPL Files, Abstract

```
File  35:Dissertation Abs Online 1861-2009/Jul
        (c) 2009 ProQuest Info&Learning
File 474:New York Times Abs 1969-2009/Sep 01
        (c) 2009 The New York Times
File 475:Wall Street Journal Abs 1973-2009/Sep 01
        (c) 2009 The New York Times
File 583:Gale Group Globalbase(TM) 1986-2002/Dec 13
        (c) 2002 Gale/Cengage
File  65:Inside Conferences 1993-2009/Sep 01
        (c) 2009 BLDSC all rts. reserv.
File  99:Wilson Appl. Sci & Tech Abs 1983-2009/Aug
        (c) 2009 The HW Wilson Co.
File   2:INSPEC 1898-2009/Aug W4
        (c) 2009 The IET
File 256:TecTrends 1982-2009/Aug W5
        (c) 2009 Info.Sources Inc. All rights res.
File 139:EconLit 1969-2009/Aug
        (c) 2009 American Economic Association


Set     Items   Description
S1      10259   (FREIGHT OR TRANSPORTATION OR CARGO OR BULK OR AIRFREIGHT OR
TRUCKLOAD OR SHIPP??? OR INTERMODAL OR CARRIER? ? OR FORWARDER? ?) (5N) (CAPACITY
OR VOLUME OR PAYLOAD OR AVAILABILITY)

S2      3651    (FREIGHT OR TRANSPORTATION OR CARGO OR BULK OR AIRFREIGHT OR
TRUCKLOAD OR SHIPP??? OR INTERMODAL OR CARRIER? ? OR CAPACITY) (5N) (DERIVATIVE? ?
OR (FUTURE OR OPTION)()CONTRACT? ? OR OPTIONS OR FUTURES OR COMMODITY OR
COMMODITIES OR HEDGE? ? OR HEDGING)

S3      32971   (BATCH?? OR BLOCK OR BLOC OR GROUP? OR CLUSTER??? OR POOL?? OR
COMBINED OR BUNDL??? OR AGGREGAT??? OR CONSOLIDAT??? OR BUNCHING) (5N) (CAPACITY OR
VOLUME OR PAYLOAD? ? OR SHIPMENTS OR FREIGHT OR CARGO OR BULK OR CONTAINER OR
CONTAINERS OR DELIVERIES OR LOAD? ?)

S4      70805   (BATCH?? OR BLOCK OR BLOC OR GROUP? OR CLUSTER??? OR POOL?? OR
COMBINED OR BUNDL??? OR AGGREGAT??? OR CONSOLIDAT??? OR BUNCHING) (5N) (ADDRESS? ?
OR LOCATION? ? OR LOCALE? ? OR LOCALIT??? OR SITE? ? OR ZONE? ? OR GEOGRAPH? OR
REGION? ? OR AREA OR ROUTE? ? OR LANE? ? OR DESTINATION? ?)

S5      231618  (MULTITUD? OR MANY OR PLURAL OR PLURALITY OR MULTIPLE? OR SEVERAL
OR MULTI OR MYRIAD OR NUMEROUS OR TWO OR 2 OR MORE OR NUMBER OR VARIOUS OR ARRAY? ?
OR DIFFERENT OR VARIETY OR MODES) (5N) (CARRIER? ? OR SHIPPER? ? OR CHANNEL? ? OR
TRANSPORTATION OR FORWARDER? ? OR TRANSPORTER? ? OR ROUTE? ? OR EXPEDITER? ? OR
AIRLINE? ? OR LANE? ?)

S6      464731  (MULTITUD? OR MANY OR PLURAL OR PLURALITY OR MULTIPLE? OR SEVERAL
OR MULTI OR MYRIAD OR NUMEROUS OR TWO OR 2 OR MORE OR NUMBER OR VARIOUS OR ARRAY? ?
OR DIFFERENT OR VARIETY OR MODES) (5N) (ADDRESS? ? OR LOCATION? ? OR LOCALE? ? OR
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LOCALIT??? OR SITE? ? OR ZONE? ? OR GEOGRAPH? OR REGION? ? OR AREA OR ROUTE? ? OR
LANE? ? OR DESTINATION? ?)

S7         757   AU=(LAURENT, P? OR LAURENT P? OR LAURENT (1N) (P OR PIERRE) OR
MINER, P? OR MINER P? OR MINER (1N) (P OR PETERE))

S8         200   S1 AND S2
S9           6   S8 AND (S3 OR S4)
S10          6   S9 NOT PY>2003
S11          6   RD  (unique items)
S12         17   S8 AND (S5 OR S6)
S13         17   S12 NOT S11
S14         10   S13 NOT PY>2003
S15         10   RD  (unique items)
S16         82   S2 AND S3
S17          3   S16 AND S4
S18          3   S17 NOT PY>2003
S19         21   S2 AND S4
S20          7   S19 AND (S5 OR S6)
S21          6   S20 NOT PY>2003
S22          6   RD  (unique items)
S23          0   S7 AND S2
```

11/5/1 (Item 1 from file: 35)
DIALOG(R)File 35: Dissertation Abs Online

01385171 ORDER NO: AAD94-32777
INVENTORY GROUPS AND COMMODITY FLOWS: OPTIMIZATION IN A CAPACITATED MULTICOMMODITY MULTIPLE SUPPLIER ENVIRONMENT

Author: SYAM, SIDDHARTHA SANKAR
Degree: PH.D.
Year: 1994
Corporate Source/Institution: TEXAS A&M UNIVERSITY (0803)
Chair: BALA SHETTY
Source: Volume 5507B of Dissertations Abstracts International.
PAGE 2993 . 102 PAGES
Descriptors: OPERATIONS RESEARCH
Descriptor Codes: 0796

The multiple supplier inventory grouping problem concerns the minimization of total logistics cost for a firm that has many suppliers. Each supplier may provide multiple items, subject to **capacity** limitations. Logistics costs included are **transportation**, inventory holding, ordering, and purchasing (possibly with price discounts). The cost elements interact in complex ways resulting in multiple tradeoffs. The problem is complicated by the need to simultaneously optimize commodity flows, inventory groups, and group cycle times. It is of considerable interest to firms involved in transportation, distribution and manufacturing.

The primary background areas are Inventory **Grouping**, Inbound **Consolidation**, and **Freight** Networks. The focus of Inventory **Grouping** is on finding the optimal inventory groups and associated cycle times for joint orders, in situations where holding costs and ordering costs interact and purchase orders have a header cost component. Inbound Consolidation is concerned with the integration of transportation costs and transshipment terminals into the inventory **grouping** framework. Finally, **Freight** Networks typically involve **commodity** flows with multiple sources and sinks. The model developed in this study may be viewed as a multicommodity freight network with side (complicating) constraints.

The problem is formulated as a 0-1 linear integer programming model. Problem complexity grows exponentially with size, and a fast solution algorithm is necessary in order to solve large problems in reasonable time. The model is solved by a

specialized method, based on subgradient optimization, that is developed in the dissertation, and also by a state-of-the-art commercial routine (OSL) developed by IBM.

The specialized algorithm is able to solve problems in a small fraction of the time taken by OSL. For large problems, OSL's solution time, computer memory and storage requirements are exceedingly high, making it impractical for regular use. It is expected that the specialized algorithm will eventually be embedded in a decision support system for firms involved with transportation, distribution and manufacturing.

11/5/2 (Item 2 from file: 35)
DIALOG(R)File 35: Dissertation Abs Online

1045136 ORDER NO: AAD88-25804
AN ANALYSIS OF OCEAN LINER FREIGHT CHARGES FOR U.S. TRADE ROUTES (UNITED STATES)

Author: FAHD, NABIL
Degree: D.SC.
Year: 1988
Corporate Source/Institution: THE GEORGE WASHINGTON UNIVERSITY (0075)
DIRECTOR: ROBERT CHARLES WATERS
Source: Volume 4912B of Dissertations Abstracts International.
PAGE 5410 . 313 PAGES
Descriptors: ENGINEERING, GENERAL; BUSINESS ADMINISTRATION, MANAGEMENT
Descriptor Codes: 0537; 0454

This dissertation presents theoretical and empirical analyzes of charges for freight transported via ocean liner. It investigates the statistical determinants of shipping rates and the level of price competition among carriers on U.S. trade routes.

Statistical determinants of transportation charges were analyzed using linear regression models based on data drawn from U.S. Atlantic and Pacific trade routes. The independent variables included were: (1) the value per ton of the **commodity** being **shipped**, (2) its stowage factor, (3) its size relative to the vessel's **capacity** and to the total **cargo** carried, (4) the **capacity** utilization of the vessel on the inbound and outbound trips, and (5) the distance between ports. The economic behavior of conference and nonconference carriers was then compared in terms of the value of and charges for **commodities shipped** and the **capacity** utilization of vessels. The values and charges were also compared at two levels of demand, determined by dividing the data into two **groups** on the basis of voyage **capacity** utilization.

The **commodity**'s value per ton was found to be the most important factor in the determination of charges, with the other factors contributing marginally. The coefficients of determination (R\$\sp2$) ranged between 40% and 97%. In addition, it was found that there were no differences in cargo value, charges and composition between conference and nonconference carriers on the North Atlantic-to-Europe trade routes in 1978, 1980, and 1982 and that these variables did not differ with the level of demand.

Since charges were related to the value of the commodity transported, the findings imply that the pricing policies of liners are demand based. This supports earlier research done on the subject. Nonconference carriers tend to follow conference companies in setting the level of prices and services for the North Atlantic-European trade routes, a market strongly dominated by conference carriers. It is believed that due to overtonnaging on these routes, capacity was never constrained sufficiently to result in a discrimination against low-value, low-paying goods.

15/5/1 (Item 1 from file: 35)
DIALOG(R)File 35: Dissertation Abs Online

01945432 ORDER NO: AADAA-I3087377
Extending transportation system capacity flexibility model

Author: Chang, David J.

Degree: Ph.D.
Year: 2003
Corporate Source/Institution: University of Pennsylvania (0175)
Supervisor: Edward K. Morlok
Source: Volume 6404B of Dissertations Abstracts International.
PAGE 1884 . 179 PAGES
Descriptors: ENGINEERING, SYSTEM SCIENCE ; ENGINEERING, CIVIL
Descriptor Codes: 0790; 0543

Continuing economic growth and lag in infrastructure expansion has made transportation a vital concern in the nation's agenda. This increase in future traffic will continue to result in increased congestion and greater inefficiencies throughout the nation's transportation system. Therefore, the three papers presented are an extension of prior capacity work by dealing with 2 important questions. One is to consider flexibility and the other is to connect it to concepts of resource uses, resource limitations, and economic and practical capacity.

The first paper develops measures of transportation system flexibility for accommodating changing demands and traffic patterns. This study builds on the prior capacity model and extends it to analyze capacity flexibility. MAXCAP and ADDVOL models were developed to measure system flexibility utilizing the concept of reserve capacity. Capacity flexibility is measured by comparing the MAXCAP and ADDVOL estimated **capacity** of **different** routing **options** in the **transportation** systems. The measures and routing **options** are vi implemented and tested on a doublestack containerized freight rail network.

The second paper will consider how system parameters, resource uses and resource limitations could impact the economic and practical **capacity** of the **transportation** system. These resources and system parameters include speed, energy, and demand pattern shifts, which were not included in the previous models. The CMCAP Model was developed to estimate economic and practical **capacity** of the **transportation** system. CMCAP model results are used as a metric to compare changes in system parameters and how they effect the overall system capacity.

The last paper attempts to optimize the speed profile of a train route to minimize energy consumption. This is sought in a manner that makes possible generalization to a variety of different rail lines, train types, and other conditions. These rules are derived using an analytic approximation to fuel consumption that is widely used for line haul railroad freight and passenger trains powered by diesel-electric locomotives. The rules are then tested using a standard train performance and fuel consumption simulator. The results indicate that the rules do in fact yield lower fuel consumption than speed profiles that deviate from the rules.

15/5/2 (Item 2 from file: 35)
DIALOG(R)File 35: Dissertation Abs Online

01871544 ORDER NO: AADAA-I3043157
An economic evaluation of fast displacement vessels for ocean transportation of perishables and high value commodities: A spatial equilibrium approach

Author: Fuentes Aguiluz, Porfirio Adolfo
Degree: Ph.D.
Year: 2002
Corporate Source/Institution: Mississippi State University (0132)
Major Professor: Cary W. Herndon
Source: Volume 6302A of Dissertations Abstracts International.
PAGE 783 . 268 PAGES
Descriptors: TRANSPORTATION ; ECONOMICS, AGRICULTURAL
Descriptor Codes: 0709; 0503
ISBN: 0-493-56909-X

This dissertation is divided in three major sections, which are mutually exclusive, but necessary to carry out the present study. The first section is comprised of a fast ship engineering cost estimation and a financial analysis; the second section identifies the **commodities** that are a **potential cargo** for fast vessels, based on the commodities that are currently being moved by air freight; finally the third and last section, is a fast ship economic analysis based on a spatial equilibrium model

for the trading regions considered in this study: U.S. Southeast region, Mexico, Central America, South America, and Caribbean.

A fast ship engineering cost estimation was carried out to determine the cost associated with the implementation of this technology, for international movement of perishable, high value, and time sensitive products between the trading regions considered in this study. This cost estimation considers three different fast vessels and **different** ports in the selected **regions**. The results of the cost estimation indicates that of the three vessels considered, the Pentamaran Box Ship (PEBOS) is the least expensive vessel to implement, given the economies of size achieved by its large container capacity, followed by the Fast Mono-hull Vessel and the High Speed Catamaran. In terms of speed, the appropriate vessel to implement is the High Speed Catamaran, followed by PEBOS and High Speed Mono-hull. The financial analysis also indicates that PEBOS is the most appropriate vessel to implement for the pre-determined routes, based on its NPV, IRR and sensitivity analysis. However, in order to meet the minimum requirement of 60% load factor to achieve profitability, this vessel would have to capture 100% of the current air **cargo** shipments plus a significant **volume** of **cargo** from regular vessels. This scenario is overly optimistic according to the industry experts, who estimate that fast vessels would be capable of diverting 8% to 15% of air cargo, and a miniscule amount from regular vessels. Therefore, given the **availability** of **cargo** constraint for PEBOS and the speed constraint of High Speed Mono-hull, it is concluded that the appropriate vessel to implement for the routes considered in this study, is the High Speed Catamaran. (Abstract shortened by UMI.)

15/5/3 (Item 3 from file: 35)
DIALOG(R)File 35: Dissertation Abs Online

01326834 ORDER NO: AAD94-02880
AN ENDOGENOUS SWITCHING MODEL OF THE EFFECT OF PROPERTY BROKER AUTHORITY ON MOTOR CARRIER TRANSPORTATION CAPACITY

Author: BROWN, RALPH STEWART
Degree: PH.D.
Year: 1993
Corporate Source/Institution: WASHINGTON STATE UNIVERSITY (0251)
CHAIR: FRED INABA
Source: Volume 5408A of Dissertations Abstracts International.
PAGE 3124 . 96 PAGES
Descriptors: ECONOMICS, GENERAL; TRANSPORTATION
Descriptor Codes: 0501; 0709

One area of substantial deregulation of the U.S. motor carrier industry by the Motor Carrier Act of 1980 is entry policy. As a result of the relaxed entry conditions, there has been an increase in the **number** of motor **carriers** which are Interstate Commerce Commission licensed property brokers. In effect, property broker authority allows motor carriers to use other motor **carriers**' **transportation capacity** in order to service their own customers. Since one of the goals of regulatory reform was to promote more efficient utilization of resources, it is important to know if allowing motor carriers to possess property broker authority has helped in achieving this goal.

A priori, the effect of property broker authority on motor **carrier** investment in **transportation capacity** is ambiguous. Motor **carriers** operate in markets characterized by uncertain demand for their transportation service. The opportunity to sell unused **transportation capacity** to property brokers may provide motor carriers with an incentive to increase their capacity investment. However, property broker authority allows motor carriers to substitute brokered **transportation** service for **transportation capacity**. Thus broker authority may result in motor **carriers** decreasing their investment in **transportation capacity**.

An endogenous switching model of motor **carrier** performance concerning **transportation capacity** investment is estimated for a choice-based sample of motor carriers with and without property broker authority. Since the choice to acquire broker authority is endogenous, the econometric model explicitly accounts for self-selection by motor carriers regarding broker status. The estimation results indicate that general freight **carriers** are **more** likely than specialized **commodity carriers** to possess broker authority, and that the effect of property broker authority is to decrease motor **carrier** investment in **transportation capacity**. In addition, among motor **carriers** with property broker authority, general freight **carriers** tend

to have less **transportation capacity** than specialized **commodity carriers**.

15/5/4 (Item 4 from file: 35)
DIALOG(R)File 35: Dissertation Abs Online

01261160 ORDER NO: AAD93-01903
TRANSPORTATION OF HAZARDOUS MATERIALS: A NEW MODELING PERSPECTIVE (MULTIPLE ROUTE PROBLEM, ACCIDENT PROBABILITY)

Author: SIVAKUMAR, RAJ ANAND
Degree: PH.D.
Year: 1992
Corporate Source/Institution: STATE UNIVERSITY OF NEW YORK AT BUFFALO (0656)
Co-advisers: RAJAN BATTA; MARK H. KARWAN
Source: Volume 5309B of Dissertations Abstracts International.
PAGE 4929 . 178 PAGES
Descriptors: OPERATIONS RESEARCH; ENGINEERING, INDUSTRIAL
Descriptor Codes: 0796; 0546

One of the undesirable, albeit necessary offshoots from the technological advancements that this country has been experiencing over the past few decades has been the increasing shipments of hazardous materials and wastes. With the **volume** of these obnoxious **commodities** being **shipped** on a steady rise, finding ways to do so in a manner that poses the least risk to the population en route has become an important logistics issue. Many combinatorial optimization models have been developed to effectively solve this class of routing/scheduling problems.

Almost all of the aforementioned models have one common characteristic--they attempt to find route(s) that minimize the a priori expected risk. By this very nature, these models implicitly assume that the shipments of the hazardous material will continue forever on the pre-specified **routes**, irrespective of the **number** of accidents that may occur. This inherent assumption makes these models less suitable for shipping those hazardous materials, which when involved in a single accident can prove to be extremely catastrophic, thus warranting a cessation of the shipping scenario.

In this research, we develop models that determine route(s) that minimize the expected risk at the occurrence of the first accident. Solution methodologies for **two** problems are developed. The single **route** problem attempts to find one route that can be taken repeatedly until the occurrence of the first accident. The **more** comprehensive **multiple route** problem attempts to find a 'best' set of routes that satisfy a set of constraints on a collective and individual basis. Besides taking advantage of the enhanced mathematical tractability made possible by the miniscule accident probability terms, each model handles the inherent fractional programming structure of the objective function in its own efficient manner. Results from extensive computational testing are reported, along with directions for future research.

15/5/5 (Item 5 from file: 35)
DIALOG(R)File 35: Dissertation Abs Online

692802 ORDER NO: AAD80-20954
AN ECONOMIC EVALUATION OF THE PERFORMANCE OF THE MOTOR CARRIER INDUSTRY: EFFICIENCY ASPECTS AND AN ARGUMENT FOR DEREGULATION

Author: BERCEAU, STEVEN JOHN
Degree: PH.D.
Year: 1980
Corporate Source/Institution: UNIVERSITY OF NOTRE DAME (0165)
Source: Volume 4103A of Dissertations Abstracts International.
PAGE 1135 . 312 PAGES
Descriptors: ECONOMICS, GENERAL

Descriptor Codes: 0501

The motor carrier industry has been regulated since the passage of the Motor Carrier Act in 1935. Since that time the industry has been under constant scrutiny, especially by economists who have repeatedly pointed out the inefficiencies effectuated by regulation. This study evaluates the economic efficacy of the present scheme of rate and entry regulation in trucking through an appraisal of the performance of motor carriers.

The study is essentially a modified industry analysis--a synthesis of available data and studies dealing with **various** aspects of motor **carrier** performance. The analytical procedure consists of first establishing a benchmark by which performance can be evaluated. Since perfect competition is an abstract ideal, the less rigorous concept of workable competition is used. Four dimensions of motor carrier performance are chosen for examination: technical efficiency, customer service, profitability, and progressivity. Performance under each of these dimensions is established by examining certain indicators peculiar to each dimension. A good indicator of motor **carrier** technical efficiency is **capacity** utilization as measured by the number of empty truck miles or empty trucks. Customer service is divided into **two** areas: motor **carrier** rate level and structure, and service quality. Motor carrier rate level and structure is determined by examining such things as the divergence between **truckload (commodity)** and less-than- **truckload (**class) rates, rates of return, the effect of collective ratemaking on independent rates, and the value of operating rights, among others. Service quality is revealed by rate/service preferences of shippers, by pickup and delivery performance, and by the motivational factors behind the decision by firms to engage in private carriage. Profitability is determined by such factors as the level of rates, value of operating rights, and concentration and profitability ratios in various major long, medium, and short-haul markets. Finally, labor and capital productivity along with growth in tonnage are used as indicators of progressiveness.

Once performance is established under these dimensions, an evaluation relative to desired performance dictated by a workably competitive trucking industry is made in order to appraise present motor carrier performance.

In general, the study revealed that: a substantial amount of empty mileage and unused capacity for both regulated and unregulated trucks exists; regulated rates are inordinately high, particularly less-than-truckload rates; service quality of regulated carriers is inferior to that of unregulated carriers, and regulation precludes the diversity of rate/service **options** desired by **shippers**; regulated **carriers**, particularly, large general freight carriers, are earning above normal profits; and finally, the industry is somewhat progressive but could be more so if ICC regulation did not inhibit technological innovation and its exploitation.

Hence, the performance of the motor carrier industry is less than optimum and limited deregulation is warranted. An easing of both rate and entry controls, through specific measures designed to promote a more competitive structure and conduct within the trucking industry, would ameliorate many of the inefficiencies owing to regulation and lead to more satisfactory performance. Some of the more important adjustments needed are: (1) the elimination of collective ratemaking by rate bureaus; (**2**) flexibility in ratemaking--a **zone**-of-reasonableness within which carriers can raise or lower rates without ICC approval; (3) a relaxation of the entry standard by incorporating a price/cost factor or some similar performance measure into the operating rights decision-making process; and (4) the elimination of route and **commodity** restrictions in **carrier** operating rights. Should these selective adjustments be made, motor carrier economic performance can be substantially improved.

05815184
Title: Computationally efficient solution of a multiproduct, two-stage distribution-location problem
Author(s): Hindi, K.S.; Basta, T.
Author Affiliation: Univ. of Manchester Inst. of Sci. & Technol., UK
Journal: Journal of the Operational Research Society , vol.45 , no.11 , pp.1316-23
Country of Publication: UK
Publication Date: Nov. 1994
ISSN: 0160-5682
CODEN: JORSDZ

U.S. Copyright Clearance Center Code: 0160-5682/94/$9.00+0.00
Language: English
Document Type: Journal Paper (JP)
Treatment: Theoretical or Mathematical (T)
Abstract: A two-stage distribution planning problem, in which customers are to be served with different commodities from a number of plants, through a number of intermediate warehouses is addressed. The possible locations for the warehouses are given. For each location, there is an associated fixed cost for opening the warehouse concerned, as well as an operating cost and a maximum capacity. The demand of each customer for each **commodity** is known, as are the **shipping** costs from a plant to a possible warehouse and thereafter to a customer. It is required to choose the locations for opening warehouses and to find the shipping schedule such that the total cost is minimized. The problem is modelled as a mixed-integer programming problem and solved by branch and bound. The lower bounds are calculated through solving a minimum-cost, multicommodity network flow problem with capacity constraints. Results of extensive computational experiments are given (*6 refs.*)
Subfile(s): C (Computing & Control Engineering); E (Mechanical & Production Engineering)
Descriptors: goods distribution; integer programming; operations research; scheduling
Identifiers: multiproduct distribution-**location** problem; **two** stage **distribution** planning problem; intermediate warehouses; operating cost; maximum **capacity**; **shipping** costs; **shipping** schedule; mixed integer programming; branch and bound; lower bounds; multicommodity network flow problem; capacity constraints
Classification Codes: C1290H (Systems theory applications in transportation); C1290F (Systems theory applications in industry); C1180 (Optimisation techniques); E0210G (Optimisation); E1010 (Production management); E1540 (Systems theory applications); E1830 (Goods distribution)
INSPEC Update Issue: 1994-046
Copyright: 1994, IEE

15/5/10 (Item 1 from file: 139)
DIALOG(R)File 139: EconLit

484321
Title: Forward Shipping Options for Grain by Rail: A Strategic Risk Analysis
Author: Wilson, William W.; Priewe, Steven R.; Dahl, Bruce
Author Affiliation: ND State U; ND State U; ND State U
Journal Name: Journal of Agricultural and Resource Economics ,
Journal Volume & Issue: 23 2 ,
Pages: 526-44
Publication Date: 1998
Language: English
Availability: http://jareonline.org
ISSN: 0162-1912
Document Type: Journal Article
Abstract Indicator: Abstract
Abstract: In the late 1980s, grain-hauling railroads began offering alternatives that have made shipping decisions **more** strategic. **Shippers** now confront alternatives ranging from nearby and unguaranteed ordering to various durations of forward and guaranteed shipment. Each has varying penalties for cancellation and payments from the railroad for nonperformance, and differing risks and payoffs. Because of the configuration of choices, shippers confront a portfolio of shipping alternatives. A dynamic stochastic simulation model was developed to analyze alternative strategies. The model includes the effects of uncertainties in tariff rate changes, car premiums, basis levels, forward and spot grain purchases, and receiving railcars under each of three alternatives. Shipping demand is determined by inter-month commodity price differences, carrying costs, transport costs, and storage **capacity**. Considering these factors, the **shipper** chooses grain sales and shipping strategies that maximize net payoffs and confronts a tradeoff between expected profits and risk.
Geographic Location Descriptor(s): U.S.
Regional Interest: Northern America
Descriptor(s) (1991 to present): Agricultural Markets and Marketing; Cooperatives; Agribusiness (Q130); Contingent

Pricing; Futures Pricing; option pricing (G130); Railroads and Other Surface Transportation (L920); **Options**; Rail; Railroad; **Shipping**

18/5/1 (Item 1 from file: 35)
DIALOG(R)File 35: Dissertation Abs Online

1010964 ORDER NO: AAD88-04078
THE VEHICLE ROUTING PROBLEM WITH PRODUCT/SPATIAL CONSOLIDATION AND BACKHAULING

Author: MIN, HOKEY
Degree: PH.D
Year: 1987
Corporate Source/Institution: THE OHIO STATE UNIVERSITY (0168)
Source: Volume 4902A of Dissertations Abstracts International.
PAGE 294 . 206 PAGES
Descriptors: BUSINESS ADMINISTRATION, MANAGEMENT; TRANSPORTATION
Descriptor Codes: 0454; 0709

The passage of the Motor Carrier Act of 1980 diversified distribution managers' **transportation** strategies. The diverse **transportation options** provide the significant opportunity for substantial transportation cost savings, which have encouraged many companies to reassess the design of their current **transportation** systems. The most "productive" **transportation options** include **consolidating** small **shipments** across different products/ **routes** which originate from multiple depots and capitalizing on backhauls by the use of private carriers.

After transportation deregulation, the existing vehicle routing models which did not take into account these real variations were no longer viable for private fleets. In this research, improved vehicle routing models are proposed which incorporate the aforementioned deregulatory options into the mathematical modeling process. In addition, to efficiently solve the vehicle routing problem utilizing product/spatial consolidation and backhauling (VRPCB), this study decomposes the VRPCB into three subproblems: allocation of customers and vendors to depots, determination of fleet size, and routing of vehicles.

This decomposition process is supported by three different solution techniques which complement each other. These include (1) "capacitated" clustering analysis, (2) a linear programming relaxation method, and (3) an "aggregate" and "disaggregate" tour-building procedure. Computational experience with each of these for large-sized problems is reported. Computational results show that the proposed solution techniques are capable of handling the practical size problem with 398 customers, 58 vendors, 10 depots and 45 vehicles. Even larger-sized VRPCB's can be solved with minor modifications of the decomposition procedure.

Finally, in an effort to demonstrate the practicality of the proposed models and solution techniques, applications of these to a real-world problem setting based on actual data are presented. The potential for dealing with various scenarios of VRPCB's is also demonstrated.

22/5/1 (Item 1 from file: 35)
DIALOG(R)File 35: Dissertation Abs Online

01116808 ORDER NO: AAD90-21580
WAREHOUSE LOCATION UNDER MULTIPLE TRANSPORTATION OPTIONS (DISTRIBUTION NETWORK DESIGN)

Author: SIRISOPONSILP, SOMPONG
Degree: PH.D.
Year: 1989
Corporate Source/Institution: UNIVERSITY OF MARYLAND (0117)
Director: JOSSEF PERL
Source: Volume 5103B of Dissertations Abstracts International.

PAGE 1404 . 207 PAGES
Descriptors: ENGINEERING, CIVIL; OPERATIONS RESEARCH
Descriptor Codes: 0543; 0796

The deregulation of the U.S. freight transportation industry has increased significantly the spectrum of **transportation options** available to **shippers**, thereby increasing the importance of representing **multiple transportation options** in the design and analysis of a logistics system. The objective of this study is to develop a methodology for analyzing warehouse **location** under **multiple transportation options**. The proposed methodology recognizes and represents the interdependence between facility location, transportation, and inventory decisions.

The problem of warehouse **location** under **multiple transportation options**, termed the **Combined** Warehouse **Location-Transportation** Problem (CWLTP), is defined as that of determining the **number** and **locations** of warehouses, and the "optimal" **transportation options** between plants and warehouses, such as to minimize total distribution cost. The proposed CWLTP model differs from existing warehouse location models in three important aspects. First, it considers the selection of **transportation options** as output rather than input. Second, it includes an explicit representation of the inventory implications of warehouse location and transportation decisions. Thirdly, it explicitly represents the required level of customer service.

The CWLTP is a complex mixed integer problem which cannot be solved directly using existing optimization techniques. We develop a heuristic algorithm for solving the CWLTP, which is based on decomposing the CWLTP into two subproblems. Each of the two subproblems is shown to be a component of the CWLTP. With appropriate simplifications, the first subproblem is reduced to a linear mixed integer problem, and is solved exactly. The second subproblem is solved exactly using an implicit enumeration scheme.

We show that the CWLTP solution algorithm provides valid solutions to a sample of test problems of different sizes, and produces reasonable responses to changes in company policy and in the environment in which the company operates. It is also shown that a simultaneous optimization of warehouse location and transportation decisions can lead to a significantly lower total distribution cost, than a component-by-component approach in which warehouse location and transportation decisions are determined independently.

948504 ORDER NO: AAD87-07958
NON-SURVEY INTERREGIONAL INPUT-OUTPUT MODELING

Author: BEGG, ROBERT BURNS
Degree: PH.D.
Year: 1986
Corporate Source/Institution: THE UNIVERSITY OF IOWA (0096)
Source: Volume 47I2A of Dissertations Abstracts International.
PAGE 4479 . 197 PAGES
Descriptors: GEOGRAPHY, SOCIAL; ECONOMICS, THEORY
Descriptor Codes: 0366; 0511

The non-survey regional input-output literature in geography and regional science is dominated by models of **two** types. There are simple one- **region** non-survey models that ignore the trade relationships of a region with other parts of the country. In some cases these models have been extended to **two regions**. At a greater level of complexity are the large-scale, high cost **multi-region** models. This dissertation opens a middle ground by presenting new methods for estimating non-survey interregional input-output models.

First, a three-region technique is developed using a modification of the supply-demand pool technique. It (1) needs only the national technical coefficient matrix, regional output, and regional final demand as inputs, (2) is uniquely determined, and (3) is cost minimizing, in the sense that it does not incorporate crosshauling. Second, building on this first technique a better one is developed that incorporates crosshauling, a recognized source of error in transportation cost-minimizing models.

The accuracy of both techniques is tested against a survey-based Japanese interregional input-output model. The crosshauling technique performs almost as well as a survey-based multi-regional input-output model of the Chenery-Moses type. The trade coefficients themselves have an average error of 7%. The crosshauling model is 40% to 70% **more** accurate

than a single- **region** supply-demand **pool** model in estimating the regional purchase coefficient. The no-crosshauling model does less well but is still an improvement over single-region approaches.

Three-region input-output models for the United States are then built using both the no-crosshauling and crosshauling techniques. The data sources are the IMPLAN model data base from the Forest Service of the U.S. Department of Agriculture and the **Commodity Transportation** Survey of the U.S. Bureau of the Census.

The results support the strategy of explicitly incorporating non-idealities, such as crosshauling, into non-survey input-output models. The success of that strategy in reproducing survey-based trade coefficients suggests its wider applicability in spatial interaction modelling.

22/5/4 (Item 4 from file: 35)

737100 ORDER NO: AAD81-04167
A POLICY-ORIENTED MODEL SYSTEM FOR TRANSPORTATION REGIONS OR CORRIDORS

Author: AKINYEMI, EDWARD OLATUNJI
Degree: PH.D.
Year: 1980
Corporate Source/Institution: STATE UNIVERSITY OF NEW YORK AT BUFFALO (0656)
Source: Volume 4108A of Dissertations Abstracts International.
PAGE 3753 . 232 PAGES
Descriptors: URBAN AND REGIONAL PLANNING
Descriptor Codes: 0999

A policy-sensitive model system, which can be used for **multi**-modal **transportation** analysis in **transportation** corridors or regions has been developed. The model system does not provide information for selecting a recommended transportation plan, but rather identified promising alternative transportation plans which should be subjected to further detailed analysis. The model system consists of demand, level of service, equilibriation and computation of impacts components.

The demand component uses a multinomial logit model to predict which of the five possible 'main modes'--drive-alone automobile, shared ride, local bus, express bus or rail that each traveller, whose origin and destination locations and socioeconomic characteristics are known, will choose. A 'sub-mode' (walk, drive/drop or ride a bus) which each traveller will choose to access/egress a main mode is also predicted.

The level of service component consists of access/egress and linehaul equations. The access/egress equations are statistically estimated equations which relate mean and variance of access/egress attributes of each mode in a given zone to a set of **transportation options**. Linehaul equations, on the other hand, are based on a two-directional grid system of highway network. Each grid is a rectangular **area** which consists of **several** traffic **lanes** and **many** parallel and sequantial highway and transit links along each direction. Each linehaul equation relates average travel time on a mode along a direction over a grid to traffic volumes, capacities and transportation policy variables along the direction on the grid.

Equilibriation of demand and service is accompished by computing the fixed points of continuous mappings defined by the demand and level of service equations along each direction over each grid.

Finally, impacts of each **transportation** plan are computed for **different** income **groups**, travel patterns and origin **locations** of travellers.

The model system has been computerized and organized into five separate programs to enable easier and more flexible analysis of plans by users. It uses options, factors and parameters to allow users to modify 'base case' transportation and land-use plans. The model system has been used to analyze ten alternative transportation plans for Buffalo, New York metropolitan area. The plans range from Transportation System Management (TSM) oriented strategies like priority lanes and ramp metering to improved bus operations and various light rail transit alignments. The results of the analysis show that the model system produces results which are reasonably adequate for 'sketch' planning purposes.

Experience with the model system indicates that it is flexible, fast and inexpensive to operate. A complete run of the model costs about $10. It is the author's belief that it is a step in the right direction in attempting to include the salient features of transportation plans and enable timely production of information about possible consequences of plans at reasonable cost.

Dialog eLink:
22/5/6 (Item 2 from file: 2)
DIALOG(R)File 2: INSPEC

07227252
Title: Greedy strikes back: improved facility location algorithms
Author(s): Guha, S.; Khuller, S.
Author Affiliation: Dept. of Comput. Sci., Stanford Univ., CA , USA
Journal: Journal of Algorithms , vol.31 , no.1 , pp.228-48
Publisher: Academic Press
Country of Publication: USA
Publication Date: April 1999
ISSN: 0196-6774
SICI: 0196-6774(199904)31:1L.228:GSBI;1-X
CODEN: JOALDV
U.S. Copyright Clearance Center Code: 0196-6774/99/$30.00
Language: English
Document Type: Journal Paper (JP)
Treatment: Application (A); Practical (P)
Abstract: A fundamental facility location problem is to choose the location of facilities, such as industrial plants and warehouses, to minimize the cost of satisfying the demand for some commodity. There are associated costs for locating the facilities, as well as **transportation** costs for distributing the **commodities**. We assume that the **transportation** costs form a metric. This problem is commonly referred to as the uncapacitated facility location problem. Application to bank account **location** and **clustering**, as well as **many** related pieces of work, are discussed by G. Cornuejols et al. (1990). Recently, the first constant factor approximation algorithm for this problem was obtained by D. Shmoys et al. (1997). We show that a simple greedy heuristic combined with the algorithm by D. Shmoys et al., can be used to obtain an approximation guarantee of 2.408. We discuss a few variants of the problem, demonstrating better approximation factors for restricted versions of the problem. We also show that the problem is max SNP-hard. However, the inapproximability constants derived from the max SNP hardness are very close to one. By relating this problem to set cover we prove a lower bound of 1.463 on the best possible approximation ratio, assuming NP(not in)DTIME[$n^{O(\log \log n)}$] (*17 refs.*)
Subfile(s): C (Computing & Control Engineering); E (Mechanical & Production Engineering)
Descriptors: computational complexity; facility location
Identifiers: facility location algorithms; industrial plants; warehouses; transportation costs; bank account **location**; **clustering**; constant factor approximation algorithm; greedy heuristic; max SNP-hard
Classification Codes: C1290F (Systems theory applications in industry); C4240C (Computational complexity); E1010 (Production management); E1540 (Systems theory applications)
INSPEC Update Issue: 1999-017

B. NPL Files, Full-text

```
File  20:Dialog Global Reporter 1997-2009/Sep 01
        (c) 2009 Dialog
File  15:ABI/Inform(R) 1971-2009/Aug 31
        (c) 2009 ProQuest Info&Learning
File 610:Business Wire 1999-2009/Sep 01
        (c) 2009 Business Wire.
File 810:Business Wire 1986-1999/Feb 28
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        (c) 1999 Business Wire
File 613:PR Newswire 1999-2009/Sep 01
        (c) 2009 PR Newswire Association Inc
File 813:PR Newswire 1987-1999/Apr 30
        (c) 1999 PR Newswire Association Inc
File 634:San Jose Mercury  Jun 1985-2009/Aug 29
        (c) 2009 San Jose Mercury News
File 624:McGraw-Hill Publications 1985-2009/Sep 01
        (c) 2009 McGraw-Hill Co. Inc
File   9:Business & Industry(R) Jul/1994-2009/Aug 31
        (c) 2009 Gale/Cengage
File 275:Gale Group Computer DB(TM) 1983-2009/Aug 03
        (c) 2009 Gale/Cengage
File 621:Gale Group New Prod.Annou.(R) 1985-2009/Jul 24
        (c) 2009 Gale/Cengage
File 636:Gale Group Newsletter DB(TM) 1987-2009/Aug 07
        (c) 2009 Gale/Cengage
File  16:Gale Group PROMT(R) 1990-2009/Aug 07
        (c) 2009 Gale/Cengage
File 160:Gale Group PROMT(R) 1972-1989
        (c) 1999 The Gale Group
File 148:Gale Group Trade & Industry DB 1976-2009/Aug 13
        (c) 2009 Gale/Cengage
File 625:American Banker Publications 1981-2008/Jun 26
        (c) 2008 American Banker
File 268:Banking Info Source 1981-2009/Aug W4
        (c) 2009 ProQuest Info&Learning
File 626:Bond Buyer Full Text 1981-2008/Jul 07
        (c) 2008 Bond Buyer
File 267:Finance & Banking Newsletters 2008/Sep 29
        (c) 2008 Dialog


Set     Items   Description
S1     268057   (FREIGHT OR TRANSPORTATION OR CARGO OR BULK OR AIRFREIGHT OR
TRUCKLOAD OR SHIPP??? OR INTERMODAL OR CARRIER? ? OR FORWARDER? ?) (5N) (CAPACITY
OR VOLUME OR PAYLOAD OR AVAILABILITY)

S2     260253   (FREIGHT OR TRANSPORTATION OR CARGO OR BULK OR AIRFREIGHT OR
TRUCKLOAD OR SHIPP??? OR INTERMODAL OR CARRIER? ? OR CAPACITY) (5N) (DERIVATIVE? ?
OR (FUTURE OR OPTION)()CONTRACT? ? OR OPTIONS OR FUTURES OR COMMODITY OR
COMMODITIES OR HEDGE? ? OR HEDGING)

S3     489630   (BATCH?? OR BLOCK OR BLOC OR GROUP? OR CLUSTER??? OR POOL?? OR
COMBINED OR BUNDL??? OR AGGREGAT??? OR CONSOLIDAT??? OR BUNCHING) (5N) (CAPACITY OR
VOLUME OR PAYLOAD? ? OR SHIPMENTS OR FREIGHT OR CARGO OR BULK OR CONTAINER OR
CONTAINERS OR DELIVERIES OR LOAD? ?)

S4    1240342   (BATCH?? OR BLOCK OR BLOC OR GROUP? OR CLUSTER??? OR POOL?? OR
COMBINED OR BUNDL??? OR AGGREGAT??? OR CONSOLIDAT??? OR BUNCHING) (5N) (ADDRESS? ?
OR LOCATION? ? OR LOCALE? ? OR LOCALIT??? OR SITE? ? OR ZONE? ? OR GEOGRAPH? OR
REGION? ? OR AREA OR ROUTE? ? OR LANE? ? OR DESTINATION? ?)

S5    2914964   (MULTITUD? OR MANY OR PLURAL OR PLURALITY OR MULTIPLE? OR SEVERAL
OR MULTI OR MYRIAD OR NUMEROUS OR TWO OR 2 OR MORE OR NUMBER OR VARIOUS OR ARRAY? ?
OR DIFFERENT OR VARIETY OR MODES) (5N) (CARRIER? ? OR SHIPPER? ? OR CHANNEL? ? OR
```

TRANSPORTATION OR FORWARDER? ? OR TRANSPORTER? ? OR ROUTE? ? OR EXPEDITER? ? OR AIRLINE? ? OR LANE? ?)

S6 7301153 (MULTITUD? OR MANY OR PLURAL OR PLURALITY OR MULTIPLE? OR SEVERAL OR MULTI OR MYRIAD OR NUMEROUS OR TWO OR 2 OR MORE OR NUMBER OR VARIOUS OR ARRAY? ? OR DIFFERENT OR VARIETY OR MODES) (5N) (ADDRESS? ? OR LOCATION? ? OR LOCALE? ? OR LOCALIT??? OR SITE? ? OR ZONE? ? OR GEOGRAPH? OR REGION? ? OR AREA OR ROUTE? ? OR LANE? ? OR DESTINATION? ?)

S7 18 AU=(LAURENT, P? OR LAURENT P? OR LAURENT (1N) (P OR PIERRE) OR MINER, P? OR MINER P? OR MINER (1N) (P OR PETERE))

S8 3483 S1 (S) S2
S9 151 S8 (S) (S3 OR S4)
S10 63 S9 (S) (S5 OR S6)
S11 12 S10 NOT PY>2003
S12 2150 S1 (5N) S2
S13 48 S12 (S) (S3 OR S4)
S14 26 S13 NOT PY>2003
S15 15 RD (unique items)
S16 13 S15 NOT S11
S17 0 S7 AND S2
S18 0 S7 AND S1

11/3,K/3 (Item 1 from file: 15)
DIALOG(R)File 15: ABI/Inform(R)

05906877 292071751
Demi Jumbo

Turney, Roger
Air Cargo World pp: 1
Dec 2, 2002
ISSN: 0745-5100 **Journal Code:** ACAW
Word Count: 1474
Text:
...air services agreement. ... CSA Cargo started installation of an automated cargo handling system from Germany's Advanced Logistics Systems that will expand the airline's **freight capacity** at the Prague airport and will include a bypass system for road feeder services. ... Forwarder Exel bought Eagle Freight of South Africa in a $6.2 million deal that Exel says brings a wider range of business out of the **region,** including far **more** diversification in ocean **freight commodities**. ... Ariana Afghan Airlines will begin weekly service from Frankfurt to Kabul via Istanbul and Sharjah in the United Arab Emirates. ... SFS Spain, a division of Worldwide Flight Services Group, opened new warehouses in Valencia and Bilbao. ... Emery Forwarding's European Automotive Service Group achieved ISO 9001:2000 accreditation. ... Menzies Aviation **Group** acquired Fr8, the largest **cargo** operations handler at Amsterdam Airport Schiphol.

11/3,K/4 (Item 2 from file: 15)
DIALOG(R)File 15: ABI/Inform(R)

01791580 04-42571
Gas-fired generators & pipeline capacity -- buying firm or playing the field

Anonymous
Public Utilities Fortnightly v137n6 pp: 8-9
Mar 15, 1999
ISSN: 1078-5892 **Journal Code:** PUF
Word Count: 503

Abstract:
...counter-cyclicality of gas demand for heating and generation demand for cooling provide power producers some strategic choices in obtaining transportation. The alternatives to firm **transportation** are interruptible capacity, **capacity** release from secondary market, or **bundled** deals. From these basic **transportation options**, there are **several** issues that a generator should consider. These options and issues are further discussed.

11/3,K/5 (Item 3 from file: 15)
DIALOG(R)File 15: ABI/Inform(R)

00748283 93-97504
Ocean shipping economics: Free trade and antitrust implications Comment Reply

Butz, David A; Reitzes, James D
Contemporary Policy Issues v11n3 pp: 69-87
Jul 1993
ISSN: 0735-0007 **Journal Code:** CPI
Word Count: 9980
Text:
...utilization thus poses one of the industry's most daunting tasks. However, one should not overstate sharp discontinuities in marginal cost at ship capacity, since **carrier** can take **many** measures to alleviate capacity problems. First, they can increase ship speeds during peak demand periods and at some expense they can reduce turnaround times at...

...is high, individual ships can call at fewer ports and yet sail at full capacity. Third, peak-load pricing and rapidly evolving hub-and-spoke **route** systems provide **carriers** with **numerous** opportunities to shift cargoes among ships and better manage capacity. Fourth, round-the-world sailings reduce the need for ships to sail half-empty on...

...back to the United States from Europe but instead send them on to Asia and then back to the United States to begin again. Fifth, **shippers** and **freight consolidators** can package **more cargo** into smaller volumes. If the price mechanism works well, they have appropriate incentives to do so when capacity is scarce. Presumably, this list does not exhaust the available **options**.

At the same time, though, **carriers** face other **capacity** allocation problems. First, goods leaving a port often differ markedly from those that enter, making ships well-suited for outbound traffic ill-equipped for inbound...

16/3,K/1 (Item 1 from file: 20)
DIALOG(R)File 20: Dialog Global Reporter

32885951 (**USE FORMAT 7 OR 9 FOR FULLTEXT**)
National Rail Car Announces Groundbreaking for Facility Improvements

PR NEWSWIRE (US)
December 17, 2003
Journal Code: WPRU **Language:** English **Record Type:** FULLTEXT
Word Count: 256
(USE FORMAT 7 OR 9 FOR FULLTEXT)
...railcar repair and maintenance services for the rail industry. The company has diversified into work on over the road trailers, trucks and providing trans-loading **capacity** for fuels, **aggregate** and other **bulk commodities shipped** by truck or rail. For Information Contact: Charles W. Wolcott (214) 647-2200 National Rail Car, Inc.
CONTACT: Charles W. Wolcott of National Rail Car...

16/3,K/4 (Item 4 from file: 20)
DIALOG(R)File 20: Dialog Global Reporter

24003510
Baltic Index Dry Run May Be Revived By '03-04 Export Target

FINANCIAL EXPRESS
July 21, 2002
Journal Code: WFEX **Language:** English **Record Type:** FULLTEXT
Word Count: 359

...reduced for the Asian grain imports. According to a report on dry bulk trade by i-maritime - a shipping consultancy firm, "Traffic trends across different **commodity** segments, indicate that **aggregate** dry **bulk** trade **volume** would continue to grow as demand in commodities like coal and foodgrains are likely to go up." However, the increased volume on rice and wheat...

16/3,K/5 (Item 5 from file: 20)
DIALOG(R)File 20: Dialog Global Reporter

06491176 (**USE FORMAT 7 OR 9 FOR FULLTEXT**)

MCN Energy Outlines New Direction: Regional Focus, Integrated Operations Strategy

PR NEWSWIRE
August 02, 1999
Journal Code: WPRW **Language:** English **Record Type:** FULLTEXT
Word Count: 1106
(USE FORMAT 7 OR 9 FOR FULLTEXT)
...producing, gathering, processing, storage and transmission facilities within the target region. It also integrates all of the company's gas-supply functions, including purchasing the **commodity** itself and **aggregating** the **transportation** and storage **capacity** required to deliver the gas to the Gas Distribution, Energy Marketing and Power segments and other, non-affiliated wholesale customers.
* Energy Marketing consists of MCN...

16/3,K/8 (Item 1 from file: 624)
DIALOG(R)File 624: McGraw-Hill Publications

01161819
Capacity trading up
Inside FERC, Pg 15
March 5, 2001
JOURNAL CODE: FERC
SECTION HEADING: BRIEFLY . . . ISSN: 0-163-948X
WORD COUNT: 194

TEXT:

...in the early months following order 637 ``as traders and contract owners alike take advantage of new opportunities,' 'said CapacityCenter.com. Previously, holders of released **capacity bundled transportation** and the gas **commodity** together in so-called gray market deals to earn a premium on the capacity during peak periods. ``While traditional gray market bundled gas deals may...

16/3,K/11 (Item 4 from file: 624)
DIALOG(R)File 624: McGraw-Hill Publications

0679761
Options bidding: A road to low-risk flexibility
Paul Kemezis
Electrical World, Vol. 209, No. 7, Pg 60
July 1995
JOURNAL CODE: EW
SECTION HEADING: STRATEGIES ISSN: 0013-4457
WORD COUNT: 1,365

TEXT:

...contracts, options bidding has its own, unique strategic value.

Unlike traditional resource bidding, which is usually on a single long-term contract for a big **block** of **bulk capacity, options** bidding normally deals with smaller power purchases over shorter time periods, usually one year or less. That boosts competition and lowers prices--because several bidders...

16/3,K/12 (Item 5 from file: 624)
DIALOG(R)File 624: McGraw-Hill Publications

0526932
AS POWER MARKETING BEGINS TO BUD, ENRON UNIT SEEKS LOOSER REGULATION
Inside FERC, Pg 1
October 25, 1993
JOURNAL CODE: FERC
ISSN: 0-163-948X
WORD COUNT: 816

TEXT:

... electric-service industry to be characterized by multiple sources of supply, open-access transmission and discrete customer services. The natural outcome will be more sophisticated **bulk**-power marketing, **aggregating** and **capacity futures** trading."

Adding support to Hale's premise is an Oct. 12 filing (ER94-24) at Ferc by Enron Power Marketing Inc., which intends to become...

V. Additional Resources Searched

Financial Times FullText (via ProQuest): No relevant results.

Internet & Personal Computing Abstracts (via EBSCOhost): No relevant results.